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X Collection

INDEX

Page: 1

Barcode Number	Box Number	Total of Volumes	Call Number
LIBRARY OF CONGRESS 0 020 534 938 8	331	88	E169 - E178.2 Fitzpatrick no. 73 in overcoming box
LIBRARY OF CONGRESS 0 020 534 939 A	332	8	E179 - E182.M71
LIBRARY OF CONGRESS 0 020 534 940 6	333	75	E182.U5 (1958-1960) no. 1-75
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LIBRARY OF CONGRESS 0 020 534 942 A	334B	51	E182.U5 (1952) no. 85-135
LIBRARY OF CONGRESS 0 020 534 943 1	335A	144	E182.U5 (1951-1954) no. 1-144
LIBRARY OF CONGRESS 0 020 534 944 3	335B	68	E182.U5 (1954-1955) no. 145-212

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Ship's Histories Section
Navy Department

4
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13
61

E188
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HISTORY OF USS ANTHONY (DD 515)

Built as one of the large fleet of greyhounds of the sea, USS ANTHONY (DD 515) was destined to emerge from World War II with an enviable record of duty "well done". How well her mission had been carried out can best be attested by the array of Jap battle flags that adorn her director; twenty-two, representing planes destroyed and six representing major bombardments from Bougainville to Okinawa.

USS ANTHONY (DD 515) was the second Navy vessel to bear that distinguished name. The first ANTHONY (DD 172), the first Navy ship honoring an enlisted man, was named in memory of Sergeant Major William E. Anthony, USMC, who unshrinkingly gave his life during the sinking of the battleship USS MAINE on 15 February 1898. Commissioned in 1920, DD-172, a flush-decked, "four piper" destroyer, was too late to carry the Marine's name into World War I. She was converted to a mine layer, and was later scrapped.

On the 17th of August 1942, at the Bath Iron Works, Corporation, Bath, Maine, the keel of USS ANTHONY (DD 515) was laid. In but a matter of weeks, on 20 December 1942, the ship was christened by two teen-age girls, the Misses Alice and Frances Anthony of Penn Yan, New York, as the sleek grey hull was launched into the icy waters of the Kennebec River.

On 26 February 1943, this newest addition to the rapidly-growing United States Fleet made the high speed delivery cruise to the Boston Navy Yard where the commission pennant replaced the emblem of the Bath Iron Works at the truck. Captain R.C. Grady, USN, who accepted the ship for the Navy, turned her over to the first of her three wartime commanders, Lieutenant Commander Blinn Van Mater, USN.

Contact with the enemy began early in ANTHONY's career. During her shakedown cruise at Casco Bay, Maine and in the more gentle climate of Cuba, she participated in two submarine hunts. One German undersea raider was attacked by depth charges, but unfortunately, DD 515 was unable to claim that the U-Boat was destroyed.

Upon completion of her shakedown training period, the destroyer headed for Boston, where she spent a short yard availability being prepared for her fighting in the Pacific. On 7 May 1943, ANTHONY stood out of Boston Harbor, destined for Norfolk and her real role in the war. Three days later, the "Mad ANTHONY' as she was proudly referred to by her crew, accompanied by the destroyers, BENNETT and ROE, steamed out of Norfolk, escorting the first of the new ESSEX-class carriers to the Pacific.

X-E 182
.U5

#2

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Ships' Histories Section
Navy Department

4
13
51

HISTORY OF USS ARGONNE (AG 31)

"Naval warfare" generally means the thunder of guns with a blast of flame and smoke hurtling a shell across the water toward a target, planes roaring into the air from a carrier flight deck, or a torpedo streaking through the water toward an enemy ship. This is only a small part of naval warfare; just the punch line of a long story. Most of the problems of the Navy are solved long before the guns blaze. The training, supply and repair activities make up the rest of the Navy story. Woven into this long, laborious story of supply and repair is the war history of USS ARGONNE (AG 31).

USS ARGONNE, built by the American International Shipbuilding Corporation, Hog Island, Pennsylvania in 1920, was loaned to the Navy by the War Department on 3 November 1921, and actually acquired by the Navy in 1924. Originally constructed as a troop transport, she later was converted to a submarine tender, and settled down in 1931 to her wartime role as an auxilliary for the Service Force.

Without realizing it, ARGONNE's World War II career commenced in August 1941 when she steamed out of San Pedro Harbor, California, bound for Pearl Harbor under the command of Commander F. W. Connor, USN. AG-31 was present during the Japanese attack on 7 December 1941, and she was one of the few ships to escape damage.

Being primarily a service ship, ARGONNE, during her fifty consecutive months outside the continental limits of the United States, performed many diversified tasks. Submarines, escort vessels, amphibious craft, tugs, destroyers, and cruisers all were repaired and made fit for sea by ARGONNE.

Her first task after the Pearl Harbor catastrophe was to conduct salvage operations on the troop ship PRESIDENT TAYLOR which was stranded on the shoals at Canton Island. During this operation, she was attacked by a submarine, but escaped unharmed when the enemy craft was driven off by ARGONNE's two destroyer escorts. Interrupted again when the battle of the Coral Sea surged dangerously close to her position, she was forced to retire to Pearl Harbor before completing the job.

During the offensive phase of the Pacific War, ARGONNE "set up shop" in the Russell Island group of the Solomons, in the Admiralty Islands, and on Leyte Island in the Philippines. In the closing stages of the war, at Eniwetok in the Marshall Islands, she administered to the needs of the ships carrying the war into Japanese waters In view of her record, it was no surprise when ARGONNE steamed into Tokyo Bay in September 1945 prepared to serve the many ships that were assembled in Japan.

X-E 183
.U5

4 #3

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Ships' Histories Section
Navy Department

HISTORY OF USS BANCROFT (DD 598)

The destroyer USS BANCROFT tackled every job in the versatile repertory of a United States Navy destroyer during World War II. Fighting from the frigid waters of the Aleutian Islands to the tropical seas off New Guinea, BANCROFT performed everything from bombarding, screening, escorting, and rescuing, to towing and loading ships in a minesweeping operation. She didn't win the war all by herself, but, like most of the destroyers, she fought well in many phases of naval warfare.

USS BANCROFT was named to honor the eminent statesman and historian George Bancroft. Born at Worcester, Massachusetts in 1800 he first gained note as an educator and historian. In 1845 he was appointed Secretary of the Navy, and founded the Naval Academy at Annapolis, Maryland. He also fostered the work of the Naval Observatory and raised the standard of professional instruction. In the field of diplomacy, George Bancroft was minister to Great Britain from 1846 to 1849, minister to Prussia in 1867, to the North German Federation in 1868, and to the new German Empire in 1871. While minister at Berlin, he assisted in the settlement of the Northwest Boundary dispute between Great Britain and the United States.

The first ship named USS BANCROFT was the destroyer DD-256, a four stack destroyer commissioned on 30 June 1919. Built too late to participate in World War I, the ship served in World War II under the British flag in the "Battle of the Atlantic."

The BENSON-Class destroyer USS BANCROFT (DD 598), was built by the Bethlehem Steel Company at Fore River, Massachusetts, where her keel was laid on 1 May 1941. Launched on 31 December 1941, USS BANCROFT was sponsored by Mrs. Hester Bancroft Barry (Mrs. Romeyn Berry) of Jacksonville, New York, great -granddaughter of the ship's namesake.

USS BANCROFT was commissioned on 30 April 1942, at the Navy Yard, Boston, Massachusetts, with Lieutenant Commander John L. Melgarrd, USN, as the destroyer's first commanding officer. During the months of May and June and the first half of July 1942, BANCROFT underwent a shakedown cruise including trial runs and training. Her first non-training assignment was an escort cruise from Norfolk, Virginia to Guantanamo, Cuba, and return. During August, the ship went to the Pacific via Aruba, and the Panama Canal, arriving at San Diego on 3 September. After a few days there, BANCROFT headed for the Aleutians via San Francisco and Seattle, arriving at Dutch Harbor on 17 September 1942.

During the remainder of September and the first days of October, BANCROFT cruised in an area to the north of Atka, Andreanof Islands, covering operations in that area. On 11 October, BANCROFT became part of Task Group 8.7, composed of two cruisers and three destroyers, to

E 182
.U5
Office of Naval Records and History
Ships' Histories Section
Navy Department

4 #4

HISTORY OF USS BARON (DE 166)

USS BARON (DE 166) was built as a necessity of World War II When the United States commenced furnishing escort vessels for convoys prio to 7 December 1941, the only type of ship available for such duty was the destroyer; actually a faster and more heavily armed vessel than was needed. As Lend-Lease convoys increased, the demand for destroyer became ever more urgent. In order to meet this demand, it was necessary to design and build a type of ship to fill the gap between the submarine chaser and destroyer. What was needed was a ship similar to the British corvette. These considerations prompted the construction of the destroyer-escort vessel, one of the newest types of ships in the Navy.

As part of the destroyer-escort program of 1941-42, the keel of the USS BARON was laid by the Federal Shipbuilding and Dry Docking Company at Port Newark, New York on 30 November 1942. Less than six months later, on 9 May 1943, BARON and another destroyer-escort, USS ACREE, were launched. Both ships were named for officers who lost their lives in the Pacific.

The ship's official sponsor was Mrs. Anne P. Baron, widow of Lieutenant Commander Richard S. Baron, for whom the ship was named. Lieutenant Commander Baron was killed during the bombing of Cebu City in the Philippines. Prior to his death, he had received the Navy Cross for risking his life to recover confidential documents during the bombardment of Cavite.

At noon on 5 July 1943, the official commissioning exercises were held at the New York Navy Yard. Rear Admiral M. R. Kelley, USN, Commandant of the Yard, raised the commission pennant, and the ship was turned over to her first Commanding Officer, Lieutenant Commander Donald McVicker, USNR.

After a three week availability period, BARON bid farewell to the New York skyline and sailed to Bermuda for her shakedown cruise. Following the completion of shakedown training and a two-week post shakedown overhaul, BARON embarked from Norfolk on 3 September 1943, for the Pacific via Aruba and the Panama Canal.

On 27 September, BARON actively began her escort career. Her first trust was the transport USS GEORGE F. ELLIOTT, which she met enroute and escorted to Noumea, New Caledonia.

On 23 October, Lieutenant Commander McVicker was relieved as Commanding Officer by Lieutenant John W. Stewart, USNR.

The next few months saw BARON, with the exception of a hunter-killer mission in early December, engrossed in the monotonous hours of escort duty. These duties took her to Guadalcanal and Espiritu Santo

X-E 182
-U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

4
Copy
12
52

HISTORY OF USS BELL (DD 587)

A destroyer of the FLETCHER Class, USS BELL (DD 587) was built by the Charleston Naval Shipyard, Charleston, South Carolina, where her keel was laid on 30 December 1941. The ship was launched on 24 June 1942 with Mrs. Cleao Cooke Hulse, great-grandniece of Rear Admiral Henry Bell, serving as sponsor.

Admiral Bell, the ship's namesake, was born in North Carolina in 1808, was appointed midshipman from North Carolina on 4 August 1823. During the War between the States, he commanded a division of the West Coast blockading squadron at the surrender of New Orleans, Fort Jackson, and Fort St. Philip in April 1862. On 25 July 1866, he was promoted to Rear Admiral. However, his services were lost to the Navy in January 1868 when he was drowned as his barge capsized while crossing the entrance to the Osaka River in Japan. His body was later recovered, and he was buried with full military honors at Hiojo, Japan.

BELL (DD 587) was the second destroyer to bear the name. USS BELL (DD 95) was built by the Fore River Ship Building Corporation, Quincy, Massachusetts. She was launched on 20 April and commissioned on 31 July 1918. After nineteen years' service, DD 95 was stricken from the Naval Register in 1937.

Following shakedown exercises at Guantanamo Bay, Cuba, BELL began her war career in the cold, rough North Atlantic. During the period 11 June to 29 September, she escorted various convoys out of Argentia, Newfoundland, escorted HMS QUEEN MARY, with Prime Minister Winston Churchill aboard, to Halifax, Nova Scotia, and operated with the British Home Fleet during two efforts to catch the German battleship VON TIRPITZ. During the enemy surface force raid on Spitzenberg, the task force almost bagged the wily pocket-battleship.

On 29 September, DD 587 entered the South Boston Navy Yard for a month's overhaul. Following training exercises at Boston, Massachusetts and Rockland, Maine, the destroyer commenced the long voyage to Pearl Harbor, via the Canal Zone and San Diego, California, arriving on 27 November 1943.

In her first action in the Pacific, BELL acted with Task Group 37.2 during the air strikes on Kavieng in late December 1943 and early January 1944. On Christmas Day, the column was attacked by an enemy air formation and BELL's guns, although not responsible for downing any Jap planes, aided in replusing the attackers.

Bell then attached to Task Force 58, took part in the Marshall Islands operation and air strikes against Truk and the Marianas Islands. Protecting the carriers was BELL's main task

X-E 188
.U5

4

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Ships' Histories Section
Navy Department

HISTORY OF USS BOUGAINVILLE (CVE 100)

In the early stages of the United States' participation in World War II, the greatest need for escort carriers lay in anti-submarine operations and the ferrying of aircraft to outlaying bases. They were used to help protect large convoys and, at the same time, they engaged in the comparatively unexciting job of supplying new bases and air depots with badly needed reinforcements.

Escort carriers also took a notable part in most of the major American offensive naval operations in both the Atlantic and Pacific. They ferried the planes; escorted the assault forces and furnished air support for reconnaissance, spotting, and direct support of troops in amphibious landings. Finally, in the Battle for Leyte Gulf, they fought a heroic and successful battle against overwhelming enemy force.

Of such a type was USS BOUGAINVILLE (CVE 100). The 7,8---ton escort carrier of the CASABLANCA Class of 1942 -- "The Century Ship" was more affectionately known to her crew as the "BOUGIE" -- which was named for the Battle of Bougainville Island in the Solomons, officially dated 1 November 1943.

USS BOUGAINVILLE was authorized on 18 June 1942 and built by the Kaiser Shipbuilding Company, Incorporated, in their Vancouver, Washington, yards under the direction of the United States Maritime Commission. Her keel was laid on 3 March 1944 and on 16 May of the same year the "jeep" carrier was launched into the Columbia River with Mrs. Sally A. Monfort, wife of Captain J. C. Monfort, USN, as the official sponsor.

BOUGAINVILLE was placed in commission at Astoria, Oregon, on 18 June 1944 with Captain Charles Alonzo Bond, USN, as her first commanding officer.

Having loaded equipage, supplies, and ammunition and exercised continually at various drills, the ship got underway from Astoria, Oregon, on 7 July 1944 and set course for Puget Sound and Bremerton, Washington. The various calibrations and tests of equipment were made there, after which BOUGAINVILLE sailed to Alameda and San Diego, California. Several days were spent in waters off San Diego, training in seamanship, gunnery, and flight operations.

On 25 July 1944, the ship sailed from San Diego with a full load of "pickled" aircraft and several hundred passengers. Steaming singly enroute to Pearl Harbor, she was already making the type of "ferry" run -- land base to land base -- which would characterize most of her naval history. Upon arrival at Pearl Harbor on 1 August, she reported to Commander Carrier Transport Squadron, Pacific, for duty and on the same day sailed from Hawaiian waters to deliver her aircraft to Majuro Atoll in the Marshall Islands. The voyage was without incident

X-E 182-
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Ship's Histories Section
Navy Department

4
Copy
2
12
52
#17

HISTORY OF USS BUSHNELL (AS 15)

USS BUSHNELL played an important role in the reduction of Japanese sea power and the blockade of the Home Islands by supporting the U. S. submarines that actually went into the waters of the Empire to strike the paralyzing blows that led to her ultimate defeat.

USS BUSHNELL was built by the Mare Island Naval Shipyard, at Vallejo, California, where her keel was laid on 23 December 1941. The new submarine tender was launched on 14 September 1942 with Mrs. Luther E. Gibson, wife of the publisher of the Vallejo Times Herald, as the official sponsor.

She was the second vessel to bear the name BUSHNELL. The first, built by the Seattle Construction and Dry Dock Company, Seattle, Washington in 1915, served honorably in World War I as a submarine tender.

Originally, mother ships for submarines were rather makeshift affairs, usually consisting of old merchant ships, converted to their new use by the addition of various ship's facilities useful for the repairs of submarines. Just before World War II, the wise and far-sighted policy of designing and building ships specifically for submarines was adopted. BUSHNELL was built from the keel up with this one purpose in mind, and as a result she was the perfect and complete floating repair base. An extremely large and beautiful ship, she has built into her, over twenty completely equipped shops for the repair of every item of machinery found in a submarine. Her great fuel tanks can supply her flotilla of submarines and herself with fuel for months on end. Her holds and storerooms were designed to carry unbelievable quantities of fresh and frozen foods, tropical and arctic clothing for the comfort of submarine personnel during their far flung patrols. Her magazines hold huge quantities of deadly torpedoes and gun ammunition for rearming submarines.

On 10 April 1943, USS BUSHNELL was commissioned at the Navy Yard, Mare Island, California. Commander C. T. Bonney, USN, became the tender's first commanding officer.

Named for the famous inventor of the first successful submersible boat, BUSHNELL became affectionately and fittingly nicknamed the "Turtle". From 28 May to 14 June, "Turtle" conducted her shakedown exercises along the California coast as far south as San Diego. Upon completion of all training and tests, she returned once again to Mare Island for a final checkup before joining the Pacific Fleet Submarine Force.

X-E 188
U5
Office of Naval Records and History
Ships' Histories Section
Navy Department

#18

HISTORY OF USS CAVALLA (SS 244)

USS CAVALLA was placed in commission at the Submarine Base, New London, Connecticut, on 29 February 1944, and had the distinction of being the first "Leap Year" boat built by the Electric Boat Company, Groton, Connecticut. Lieutenant Commander Herman J. Kossler, USN, accepted command of the new submarine and, after reading his orders, set the first watch. Among the visitors present for the ceremony was Mrs. Merrill Comstock who, as sponsor, had christened CAVALLA at her launching on 14 November 1943.

The period of 29 February to 11 April 1944, was spent in the New London and Newport areas, where special training and test trials were conducted. Much snow and ice were not conducive to good training, but all tests and exercises were successfully completed on time and CAVALLA was ready to join the fighting forces in early April 1944.

On 11 April CAVALLA got underway from New London for Pearl Harbor, via the Panama Canal. Although German submarines were still operating on a fairly large scale in the Atlantic, no contacts were made. Four days were spent in Balboa for minor repairs before proceeding on to the Hawaiian base. Other than friendly plane and ship contacts, the voyage was uneventful and the submarine arrived at Pearl Harbor on 9 May. She remained in the area until 31 May undergoing minor repairs and conducting intensive operational training.

CAVALLA's first war patrol extended from 31 May to 3 August 1944. It was conducted in the Eastern Philippine area and was of 64 days duration; 40 days on station. While enroute to the station area, she stopped at Midway to top off fuel bunkers. About 2000 on 17 June, CAVALLA sighted a large Japanese task force several hundred miles west of Saipan and as the submarine was directly ahead of this force she immediately commenced tracking. The ships were making very high speed and were heading toward Saipan; evidently going to the assistance of this island, as it had just been invaded by our forces. The closest ship was a large carrier which was tracked by radar until CAVALLA was forced to dive to avoid detection. Although a good setup on the carrier was obtained and it was believed a successful attack could have been made, the tough decision was reached to keep the submarine's presence unknown, obtain as much information on the enemy force as possible, and relay this on to the U. S. forces as soon as possible. As the enemy force passed overhead, a count was made of their ships and, when all was clear, SS-244 surfaced and sent the information to the U. S. surface forces. It was found out later that this information proved to be of great value and resulted in the First Battle of the Philippine Sea. Although CAVALLA pursued the Jap force, contact was not regained.

On the morning of 19 June, a Japanese task force was sighted consisting of a SHOKAKU Class carrier, two heavy cruisers, and three destroyers. The carrier was heading into the wind at 24 knots taking

X-E 188
.05

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Ships' Histories Section
Navy Department

#9

HISTORY OF USS CHARRETTE (DD 581)

The destroyer USS CHARRETTE (DD 581) claims the fleet championship for capturing Japanese during World War II. Her officers and men captured a grand total of 1776 Japanese prisoners in addition to the ship's other war accomplishments.

A destroyer of the FLETCHER Type of 1940, USS CHARETTE (DD 581) was built in the Boston Naval Shipyard, Boston, Massachusetts, where her keel was laid on 20 February 1942. Three and a half months later, on 3 June 1942, the "Jap catcher of the Fleet" was launched. The ship was sponsored by Mrs. Nadeja Pronita Charette, widow of Lieutenant George Charette, USN, for whom the ship was named.

Lieutenant Charette, a native of Lowell, Massachusetts, began his Navy career in Boston on 28 September 1884 as an apprentice seaman. He was 16 years old. For more than a dozen years, he plied the seven seas on various ships, and a short time later when the Spanish-American War broke out, he was in the thick of the fighting.

On 2 June 1898, when Admiral Hobson and seven of his men volunteered to sink MERRIMAC across the entrance to the harbor, in an attempt to bottle the enemy fleet in the Harbor of Santiago, Cuba, Lieutenant Charrette, then gunner's mate, third class, touched off the fuse which sank the vessel while under heavy fire of the Spanish guns. After taking their lives in their hands to blow up the ship, the only escape from the vessel for the volunteers was to drift on logs to Spanish territory, where they were made prisoners. Later through an exchange of prisoners, Lieutenant Charrette was returned to the United States on 6 July 1898, after having been held at the famous Morro Castle Prison for a month.

For his part in the sinking of MERRIMAC, Lieutenant Charrette was awarded the Congressional Medal of Honor accompanied by the following citation:

"...for extraordinary heroism in connection with the sinking of the U.S.S.MARRIMAC, at the entrance to the harbor of Santiago de Cuba, on the night of 2 June 1898, under heavy fire from Spanish batteries."

After the war, Lieutenant Charrette remained in the Navy. At the opening of World War I he served on the battleship KANSAS convoying American troops to France and on 15 November 1917, was placed in charge of the Naval Ammunition Depot at Hingham, Massachusetts. He was commissioned a regular Lieutenant on 3 August 1920.

82
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#10

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Navy Department

HISTORY OF THE USS CHATEAU THIERRY (AP 31)

Built in 1920 by the American International Shipbuilding Corporation, Hog Island, Pennsylvania, USS CHATEAU THIERRY was one of twelve similar vessels constructed by the same builder. She was delivered to the War Department in early 1921 and was in continuous operation for the Army until turned over to the Navy in August 1941.

Although the ship made 140 voyages in her 20 years of coast-to-coast service preceding the Japanese attack on Pearl Harbor, December 7, 1941, none of her service prior to World War II is included herein.

In 1939 the CHATEAU THIERRY was about to be laid up by reason of the addition of newer vessels to the War Department's fleet of transports, but imminent hostilities in Europe precluded disposing of her. She was not only restored to service, but the passenger capacity was augmented to approximately 1,150; the work being done by the Bethlehem Steel Company at their New York yards between October 1939 and January 1940.

The vessel made many voyages to Panama and return (with one side trip to Honolulu, T.H., in June 1940) before being turned over to the Navy on August 6, 1941.

For the remainder of 1941 she operated out of New York to Greenland and Iceland as "USS CHATEAU THIERRY." In this capacity she made a trip to Ireland in January 1942, and for several months following return to New York, was operated chiefly to and from Newfoundland with stops at Halifax.

In May 1942 the ship made a voyage to Freetown, Sierra Leone, and Cape Town, South Africa, returning to New York in September of that year.

The 17th of November 1942 found CHATEAU THIERRY underway from New York with convoy SC-110 bound for various ports of the United Kingdom, the destination of AP 31 being Reykjavik, Iceland. On 24 November the ocean escort joined the convoy and two days later a severe storm was encountered. The flagship of the convoy was indicated out of control in the early morning and dropped out of sight behind, while the other ships cut their speed to just enough to keep them into the wind. At 1522 the flagship was reported to have been torpedoed.

Office of Naval Records and History
Ships' Histories Section
Navy Department

#11

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Copy

-E 182
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HISTORY OF USS CLARENCE K. BRONSON (DD 66

A destroyer of the FLETCHER Class, USS CLARENCE K. BRONSON (DD 668) was built by the Federal Shipbuilding and Dry Dock Company, Kearney, New Jersey, where her keel was laid on 9 December 1942.

The new destroyer, launched on 18 April 1943, was named for the late Lieutenant Clarence King Bronson, one of the pioneers of Naval Aviation. Lieutenant Bronson died of gunshot wounds, suffered in 1916 at the Naval Proving Grounds at Indian Head, Maryland. His widow, Mrs. Walter P. Richardson of New Orleans, Louisiana, was the ship's official sponsor.

On 11 June 1943, DD 668 was commissioned at the Brooklyn Navy Yard, New York. Commander W. S. Veeder, USN, became the ship's first Commanding Officer.

In the period from 28 June to 5 August, BRONSON underwent various shakedown trials and exercises; the training operations were conducted off Bermuda and Casco Bay, Maine. The ship then returned for a three week availability at the Brooklyn Navy Yard, during which time additional forty millimeter guns and a modern combat information center were installed.

At the termination of the availability period, BRONSON reported to Commander, Training Command, Atlantic Fleet, Norfolk, Virginia, from whence she took part in training and anti-submarine missions. During invasion rehearsals in the Solomon Islands, Chesapeake Bay, on 8-9 September, Rear Admiral Alan G. Kirk, USN, embarked to observe the shore bombardment and amphibious phases of the invasions.

On September 1943, BRONSON departed from Hampton Roads enroute to Trinidad as escort for USS CABOT (CVE 28) with whom she remained while the latter conducted shakedown training in the Gulf of Paria. Upon return to the East Coast in mid-October, BRONSON reported to Commander, Destroyers, Atlantic Fleet, Casco Bay, Maine. On 27 October, BRONSON and the destroyer SPROSTON left Casco Bay, as escorts for the destroyer tender PRAIRIE enroute to Pearl Harbor via the Panama Canal and San Francisco, arriving 21 November.

From late November until mid-January, 1944, BRONSON operated in the Hawaiian Area except for a single escort mission to Tarawa, Gilbert Islands during December. The period was devoted to underway training and to the operation of the ship as part of the screen of various carrier units conducting qualification trials for air groups, as well as training for forthcoming combat operations.

N-E 188

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Ships' Histories Section
Navy Department

#12

HISTORY OF USS CROAKER (SS 246)

The submarine USS CROAKER was built by the Electric Boat Company at Groton, Connecticut, where her keel was laid on 1 April 1943. Off to an auspicious start, USS CROAKER was sponsored by Mrs. W.H.P. Blandy, wife of Admiral Blandy, who at that time was Chief of the Bureau of Ordnance. It was a bleak winter day on 19 December 1943, when the submarine was launched into the wind-tossed waters of the Thames River.

On 21 April 1944, at the U.S. Submarine Base, New London, Connecticut, CROAKER was turned over to the Navy and placed in commission, Commander John E. Lee, USN, assuming command. Then followed a month of arduous shakedown and training before leaving New London on 28 May for the Panama Canal enroute to Pearl Harbor.

All hands had visions of winning a combat insignia before leaving Atlantic waters. A Nazi submarine had been reported on the track of CROAKER as she approached Mona Passage off the coast of Puerto Rico, affectionately known as "Torpedo Junction." A thrill ran through the sub when the general alarm was sounded for the first time in earnest, and an approach was started on the night enshrouded target picked up by radar. The officer of the deck shattered the hopes of immediate combat when he announced that the target was just a big sail boat. The skipper dejectedly proceeded to Balboa without further incident.

CROAKER arrived at Pearl Harbor on 26 June 1944, now a part of the Pacific Fleet and eager to do her part in the war. After receiving voyage repairs and provisions, CROAKER stood underway for her first war patrol on July 1944 in the East China Sea and Yellow Sea areas. The first war patrol was a highly successful excursion into the enemy controlled waters. CROAKER bagged a light cruiser, a tanker, a freighter and a patrol escort vessel for a total of 17,600 tons.

The sixth day in the patrol area had seen two unsuccessful attempts to sink a small freighter and spirits were greatly lifted when, on the following morning, Lieutenant Brady sighted a warship through the periscope. She was headed southwest in the direction of Nagasaki. As she drew closer, the skipper identified her as a Japanese cruiser, later established as one of the Natori class. She was only three miles off the coast of Kyushu as the approach began, headed directly for CROAKER. Moving off her course track to the westward, CROAKER, fired her stern torpedo tubes twenty minutes later. After waiting what seemed like an eternity, a single explosion was heard through the sub. The skipper hollered down, "We hit him!" Aboard the Jap cruiser, confusion reigned supreme. White-clad Japanese sailors were seen running around topside of the man-of-war which was already taking a starboard list. Simultaneously, the satisfying music of additional explosions and breaking-up noises were picked up by the soundmen.

X-E 182
.U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

#13
4
Copy
22
52

HISTORY OF USS CURTISS (AV 4)

USS CURTISS was the first ship of the name and the first ship to be designed and built to function solely as a seaplane tender. She was authorized by an Act of Congress dated 30 July 1937. The contract for her building was awarded to the New York Shipbuilding Corporation, Camden, New Jersey.

USS CURTISS' keel was laid on 25 April 1938. She was launched on 20 April 1940 by Mrs. H. Sayre Wheeler of Miami Springs, Florida. Mrs. Wheeler was the widow of the late Glenn Hammond Curtiss, inventor aviator, after whom the ship was named.

Glenn Hammond Curtiss was born in Hammondsport, New York on 21 May 1878 and died 23 July 1930. Mr. Curtiss, with J. B. Willys the automobile manufacturer, expanded the Curtiss aircraft factory, which Mr. Curtiss founded, to meet the demands of the Allied Forces during World War I. Mr. Curtiss designed many types of planes, among the most notable the Navy Curtiss flying boats, NC-1, 2, 3, and 4, which later made the first trans-Atlantic crossing. He also set many early aeronautical records.

USS CURTISS was commissioned on 15 November 1940 at the Navy Yard, Philadelphia, by Rear Admiral A. E. Watson, USN, Commandant of the FOURTH Naval District. Commander S. P. Ginder, USN, accepted command of the new ship.

During the first six months of active service, USS CURTISS was assigned to the Atlantic Fleet, serving in the Caribbean Sea, with Guantanamo Bay, Cuba as its home base.

In May 1941, USS CURTISS was assigned to Patrol Wing Two in the Pacific Fleet. She arrived at Pearl Harbor in June. The next five months were spent patrolling the surrounding areas and tending Squadrons VPB 21, 23, 24, and 25.

On 22 November 1941, Commander S. P. Ginder, USN, was relieved by Commander H. S Kendall, USN, as commanding officer. Two weeks later the Japanese attacked Pearl Harbor.

At 0755, 7 December 1941, CURTISS' crew went to General Quarters for their first time under wartime conditions. The Japanese had already bombed the seaplane hangar at the Air Station and many ships in the dry dock channel were also hit. At 0805 CURTISS commenced firing on attacking Japanese aircraft while lighting off boilers number 1, 2, and 4. CURTISS tested her main engines at 0835 and the engineering department reported ready to get underway.

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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS DENEBOLA (AD 12)

USS DENEBOLA was built by the Skinner and Eddy Corporation of Seattle, Washington in 1919. She was designed as a merchant cargo ship and assigned the name of SS EDGEMONT. She retained that name until 28 November 1921, when she was acquired by the navy and renamed USS DENEBOLA, and fitted out as a destroyer tender.

USS DENEBOLA served with the U. S. Fleet in European waters until 1924. At that time she was placed out of commission at the Navy Yard, Philadelphia until 15 January 1940. On 15 November 1940, USS DENEBOLA was towed to the Bethlehem Steel Company's Baltimore, Maryland Yards where she was recommissioned on 6 April 1940. Commander Robert A. Dyer, USN, was assigned as commanding officer. While at Baltimore, USS DENEBOLA was also fitted out with Flag and Staff quarters.

After making the voyage to Boston, USS DENEBOLA joined Destroyer Division 65 for passage to Halifax, Nova Scotia, where she remained until December 1940. While at Halifax, USS DENEBOLA was engaged in refitting "overage" destroyers being transferred to the British. On 17 December 1940, she sailed to Norfolk, Virginia for a Navy Yard overhaul.

Rear Admiral F. L. Reichmuth, USN, who was Commander Destroyers, Atlantic Fleet, shifted his flag to DENEBOLA on 13 February 1941. USS DENEBOLA sailed for Guantanamo Bay, Cuba on 16 February 1941. Her duty consisted of tending destroyers and serving as Flagship for Commander Destroyers, Atlantic Fleet. On 21 March, she sailed for Norfolk again.

Commander Robert C. Starky, USN, relieved Commander Dyer as commanding officer on 20 March 1941.

USS DENEBOLA sailed from Norfolk to Bermuda as Flagship and tender for Commander Destroyers, Atlantic Fleet. On 2 August 1941, she sailed from Bermuda for New River, North Carolina to participate in the annual war games. She departed New River on 11 August 1941 for Norfolk. On 16 August 1941 she returned to the Naval Operating Base, Bermuda for duty as Flagship and tender.

USS DENEBOLA sailed from Bermuda on 2 September 1941 enroute to Casco Bay, Maine. DENEBOLA remained in Casco Bay for two years and nine months, where she operated as Flagship and tender.

Commander William G. Ludlow, Jr., USN, relieved Commander Starkey as commanding officer on 17 May 1942. Captain Ludlow was relieved as commanding officer on 2 May 1944 by Commander John P. Curtis, USN.

X-E 188
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415

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS DONNELL (DE 56)

USS DONNELL (DE 56), a destroyer escort vessel of the Long Hull Type of 1942-1943, was named after Ensign Earl Roe Donnell, Jr., USNR, who gave his life in the attack on Kwajalein Atoll, Marshall Islands, while attached to a scouting squadron. Ensign Donnell was posthumously awarded the Air Medal in recognition of his heroism.

USS DONNELL was built by the Bethlehem Steel Company and her keel was laid in their Hingham, Massachusetts, Yards on 27 November 1942. The ship was launched on 13 March 1943 with Mrs. Earl R. Donnell, Sr., mother of the honored flyer, as the official sponsor.

The destroyer escort vessel was placed in commission on 26 June 1943 with Lieutenant Commander Fred C. Billings, USNR, as her first commanding officer.

In mid-July DONNELL sailed for the sunlit waters off Bermuda, British West Indies, for shakedown exercises. She remained in that area until 21 August, after which she returned to Boston, Massachusett

The last day of August 1943 found DONNELL underway for her first overseas assignment, enroute to Londonderry, North Ireland, in company with USS RANGER (CV 4). This was a routine crossing for the escort vessel and, during the next nine months, she made many such voyages to and from the North Ireland port performing convoy duty.

In November 1943, Lieutenant Commander Gordon M. Street, USNR, relieved Lieutenant Commander Billings as commanding officer of DONNELL.

In December DONNELL was assigned to Destroyer Escort Division 6, U. S. Atlantic Fleet, Task Group 21.6, with USS CHARLES LAWRENCE, Flagship; USS REEVES, USS HOPPING, USS DANIEL T. GRIFFIN, and USS SIMS. It was while this group was escorting an eastbound convoy to the United Kingdom that DONNELL ran into serious trouble on the morning of 3 May 1944.

At 0945, with her position approximately Latitude 47°-43' North; Longitude 20°-10 West, DONNELL was steaming on the port wing of the escort screen when her soundman reported an echo contact dead ahead at a range of about 2,200 yards. The ship immediately went to "General Quarters," signalled the convoy to make an emergency turn to the right and commenced an attack approach. At about the same time, several of the crew reporting sighting a periscope on the bearing of the sound contact.

Some 2,000 yards ahead and below the surface of the sea, a German submarine commander took one last look at the warship bearing down on him, ordered his periscope lowered, and swung his boat into position for attack....

X-E 188
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Ships' Histories Section
Navy Department

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HISTORY OF USS DORTCH (DD 670)

The destroyer USS DORTCH left 200,000 nautical miles of salt water churning in her wake during her war career in the Pacific. During this time she screened task groups, served as fighter-director ship for long range bomber attacks and as escort for aircraft carriers. DORTCH is credited with shooting down five enemy planes and rescuing 27 Navy pilots and airmen.

USS DORTCH was built by the Federal Shipbuilding and Dry Dock Company at Kearney, New Jersey, where her keel was laid on 2 March 1943. The destroyer was launched on 20 June 1943, with Miss Mary Clare Dortch, of Annapolis, Maryland, serving as sponsor. She is the daughter of Captain Isaac Foote Dortch, USN, after whom the ship was named.

Captain Dortch was born in Gadsden, Alabama in 1882, and entered the U. S. Naval Academy in the fall of 1900. Commissioned Ensign in 1907, he attained the rank of Captain in 1928. In June 1917, he was assigned to anti-submarine duty and served as commanding officer of the destroyers WARRINGTON and TALBOT, each of which was credited with sinking German U-boats. Serving with the American Fleet in English waters in World War I, he was awarded the Navy Cross for his efforts in fighting submarines and convoying ships. In 1922, Captain Dortch served as Naval Attache in Argentina and later at the embassy in Santiago, Chile. He was a member of the Naval War College at Newport, and was Commander Destroyer Division FIVE. He died in June 1932, in San Francisco, California.

Commissioned on 7 August 1943, Lieutenant Commander Robert C. Young, USN, assumed command of USS DORTCH for what was to be a 14-month tour of duty.

Her outfitting period completed, USS DORTCH departed from the New York Navy Yard on 25 August 1943, for trial runs, calibrations and test-firing her guns. By 1 September, the destroyer was underway for her shakedown cruise to Bermuda and Casco Bay, Maine until 15 October.

DORTCH then proceeded to Hampton Roads, Virginia, departing on 24 October for Trinidad, B.W.I. to complete training prior to leaving for the Pacific. Until 15 November, the ship operated in the Gulf of Paria, off port of Spain, Trinidad with the light aircraft carrier USS LANGLEY. Returning to Norfolk, Virginia on 19 November, DORTCH got underway for a full power run to Casco Bay, Maine with the carrier INTREPID and the destroyer GATLING.

DORTCH started the long voyage to the Pacific on 3 December 1943, as part of the screen for the newly commissioned USS INTREPID. By 9 December, the destroyer's stem was cutting the

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Ships' Histories Section
Navy Department

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HISTORY OF USS DUNLAP (DD 384)

USS DUNLAP (DD 384) was built by the United Shipyards Incorporated, New York, New York. Authorized by an Act of Congress on 27 March 1934, her keel was laid on 10 April 1935. On 18 April 1936, the ship was launched with Mrs. Robert H. Dunlap, widow of the ship's namesake, serving as sponsor.

USS DUNLAP was named in honor of Brigadier General Robert H. Dunlap, USMC. He was born in Washington, D. C., on 22 December 1879 and appointed Second Lieutenant in the Marine Corps (for the War with Spain) on 8 August 1898. Honorably discharged on 23 February 1899, he was recommissioned as First Lieutenant on 8 April 1899. He was appointed Brigadier General on 12 November 1929.

Brigadier General Dunlap served in the Philippine Islands and China from 25 June 1900 to 9 October 1900 and was active in the Battle of Tientsin. In 1914 he participated in the occupation of the city of Vera Cruz, Mexico, and the engagement incident thereto. He participated in the engagement at Guayacones, Dominican Republic, on 3 July 1916. On 30 October 1918 he was assigned to command the SEVENTEENTH Regiment of Field Artillery, U.S. Army. General Dunlap was awarded a citation certificate by the Commander in Chief, American Expeditionary Forces, for exceptionally meritorious and conspicuous services with the SEVENTEENTH Field Artillery, France, and awarded the Navy Cross for exceptionally meritorious and distinguished service as regimental commander of the SEVENTEENTH Field Artillery during the Meuse-Argonne campaign.

The French Government awarded him the French Fourragere for service with the FIFTH Regiment of Marines and the SEVENTEENTH Field Artillery.

For services in Nicaragua in 1928 he was awarded the Distinguished Service Medal by the President of the United States, and the Medal of Merit by the President of Nicaragua.

For the purpose of studying French in preparation for the course at the Ecole de Guerre, General Dunlap was living at La Fariniere, Cinq-Mars-La-Pile, France. On the morning of 19 May 1931, a small landslide occurred on the property which imprisoned a woman in a cave which was being used for a dairy. General Dunlap, with the woman's husband, attempted to rescue her and while so engaged, was killed by a heavy landslide.

X-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

#18

4

HISTORY OF THE USS ENDYMION (ARL 9)

USS ENDYMION (ARL 9) was converted from LST 513 at the Bethlehem Steel Key Highway Yard, Baltimore, Maryland. She was placed in commission at the yard on 9 May 1944, Lieutenant A. Edgell commanding.

After a short shakedown in the Chesapeake Bay area, she sailed on 10 June 1944 from Norfolk, Virginia enroute to Guantanamo Bay, Cuba. She arrived at Guantanamo Bay on 17 June and, after a one-day lay over, joined a convoy headed for the Panama Canal where she arrived on 22 June 1944. Two days later she steamed independentley for San Diego, California.[1]

The period from 6 to 15 July was spent at San Diego, California, on the 16th the ship arrived at San Pedro, California. The time spent on the West Coast was spent in voyage repairs and final loading for the forward area.

On 19 July 1944, USS ENDYMION weighed anchor and sailed for Pearl Harbor, where she arrived on 29 July. From then until 8 August she was awaiting assignment from the Amphibious Force, Pacific Fleet.

Getting underway on 8 August, ENDYMION proceeded in company with Task Group 32.6 from Pearl Harbor enrout to Guadalcanal, Solomon Islands. The 180th meridian was crossed on 18 August and the equator on 23 August. Three submarine contacts were made by the escorts of the Task Group but in each case the contacts were lost. Several repair and replacement of parts for various ships of the convoy was accomplished while underway on this voyage.

Arriving at Guadalcanal on 26 August, USS ENDYMION departed the same dayfor the Russell Islands and arrived there on the same afternoon. While in the Russell Islands she accomplished one minor repair job on an LST.

USS ENDYMION returned to Guadalcanal and joined a task group preparing for the incasion of the Palau Islands on 2 September 1944. On 4 September the task group got underway for the invasion of Peleliu During the voyage contact was made on a submarine and depth charge[3] were dropped with negative results. Many repairs to amphibious craft were effected while underway.

The task group arrived at Peleliu on invasion day, 15 September 1944. USS ENDYMION set to work immediately, removing rocket launchers from LCI's and installing personnel ramps in their place. No anchorage was available and this work had to be done while laying to, and contending with the difficulties of rough seas and a strong current. Many repairs of almost every nature were accomplished. ENDYMION fired on only one enemy plane during this operation; with negative results. Each evening the ships retired from the island.

X-E 182
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#19

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Ships' Histories Section
Navy Department

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HISTORY OF USS ERBEN (DD 631)

If the destroyer USS ERBEN (DD 631) was not the best destroyer in the U.S. Navy during World War II, the men who served in her will never believe it. Fighting with distinction in every assignment, ERBEN served as the flagship of Destroyer Squadron FORTY-EIGHT through 27 months of war-time service.

Built in Bath, Maine by the Bath Iron Works Corporation, the ship's keel was laid on 28 October 1942. USS ERBEN was launched on 21 March 1943, with Mrs. C.B.G. Gaillard of New Rochelle, New York serving as the ship's sponsor. Mrs. Gaillard was a granddaughter of Rear Admiral Henry Erben, USN, after whom the ship was named.

Rear Admiral Erben had a long and distinguished naval career highlighted by considerable action in the Civil War. He commanded the ironclad ST. LOUIS at the capture of Memphis, and USS SUMPTER at the siege of Vicksburg, the Battle of Baton Rouge and in the engagement that saw the rebel ram ARKANSAS destroyed. He was with General McLellan in the Antietam campaign. With the West Gulf Squadron in 1864, Rear Admiral Erben led a successful raid in capturing a rebel schooner and destroying the torpedo station at Matagorda, Texas. In the War with Spain, he commanded the coast patrol fleet from Galveston to Bar Harbor. His death in 1909 ended the distinguished career of a valiant admiral.

The distinctive personality of USS ERBEN seemed to carry over from her namesake from the time she was commissioned on 28 May 1943, at the Charlestown Navy Yard in Boston, Massachusetts. On that day Commander J.H. Nevins, Jr., USN, became captain of the ship and ERBEN's first commanding officer. He vigorously and successfully tackled the problem of moulding a green but willing crew into an efficient fighting unit. The shakedown cruise was highlighted by a voyage to Bermuda and back to Boston for post-shakedown availability.

At Boston, Captain J.T. Bottom, Jr., USN, Commander Destroyer Squadron 48, broke his squadron broad pennant in ERBEN. The destroyer was not only ready, but was squadron flagship as well.

X-E 182
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Ships' Histories Section
Navy Department

4

HISTORY OF USS FECHTELER (DE 157)

USS FECHTELER, a long-hull type destroyer escort, was sunk as a result of an explosion while on escort duty with a convoy in the Western Mediterranean Sea on May 5, 1944, less than a year after she was commissioned.

The brief career of USS FECHTELER began at the Norfolk Naval Shipyard where she was built. Commissioned in July 1943, the new destroye escort, commanded by Lieutenant Commander C. R. Simmers, USN, steamed down to Bermuda for her shakedown cruise.

Shortly after the beginning of 1944, FECHTELER reported to Quonset Point, Rhode Island, where she was used to conduct experimental exercises. On February 28, the vessel left Quonset and proceeded independently to Londonberry, Ireland, for duty in the European theater.

Working as an escort vessel, FECHTELER saw her first combat with the enemy while escorting a convoy off the North African coast on April 20. Enemy dive bombers launched an intensified attack which started at 2100. During the early part of the attack, FECHTELER's gun could not get within range of the enemy planes which closed in from the after end of the convoy; however, in the last wave, one unfortunat German bomber passed within hitting distance of her guns and was promptly splashed into the sea.

FECHTELER was lost less than three weeks later. Her fatal blow came on the morning of May 5, while she was patrolling before a convoy enroute to New York. The weather was clear and the north coast of Africa, west of Oran, was in sight. At 0315, USS LANING (DE 159), patrolling about 17,000 yards ahead of the convoy, reported a surface contact which later disappeared. Fifteen minutes later, a general quarter alarm was sounded.

The entire convoy, which included more than 100 ships, was promptl ordered to execute an emergency turn. While maneuvering to cover the area between the convoy and the position of LANING FECHTELER was rocked by a violent explosion. The time was 0345. Her port lookouts and portside gun stations had made no reports, and no wake had been observed in the water.

For a time it was believed that the ship could be saved. Watertight integrity was preserved fore and aft but her starboard side plates were blown out, deck plates were cracked amidships, engine room one and two and fireroom two were flooded, and decks soon became awash The bow and stern, with their compartments still holding out the water were slowly rising, and amidships section which was fully flooded began to submerge.

Office of Naval Records and History
Ships' Histories Section
Navy Department

#21

X-E 182
U5

HISTORY OF USS FULLAM (DD 474)

The destroyer USS FULLAM was built by the Boston Navy Yard, Boston, Massachusetts, where her keel was laid on 10 December 1941. Launched on 16 April 1942, the ship was sponsored by Miss Mariana Welch of San Francisco. The ship is named after Rear Admiral William Freeland Fullam, USN, who was born in Pittsford, New York in 1855. Graduating from the U.S. Naval Academy in 1877 at the head of his class, he continued on to a brilliant naval career. He commanded the sailing vessel CHESAPEAKE in 1904, the monitor TERROR in 1905, the supply ship GLACIER in 1905 and 1906 and the gunboat MARIETTA. He served as the executive officer and the captain respectively of the battleship USS MISSISSIPPI in 1909. Rear Admiral Fullam was awarded the Navy Cross before his retirement in October 1919. He died on 23 September 1926.

The destroyer FULLAM was commissioned on 2 March 1943, with Commander H.C. Daniel USN, serving as her first commanding officer. Following her commissioning, FULLAM operated in shakedown and training activites in the Atlantic. Training periods included operations in the Casco Bay, Maine area from 5 to 15 April 1943 and training in the vicinity of Guantanamo Bay from 15 April until her return to Boston on 14 May.

Following her post shakedown yard availability, FULLAM operated as a screening vessel for major units between New York; Norfolk; Port of Spain, Trinidad; and Boston, from 23 May until 14 June 1943.

The ship transitted the Panama Canal on 20 June, and reported for duty to the U.S. Pacific Fleet. Operations on the east coast from the base at San Diego, California continued until 6 July, when FULLAM put into the Navy Yard at Mare Island for availability from 6 to 25 July. During this period Commander W.D. Kelly USN, relieved Commander H.C. Daniel as commanding officer of the ship. FULLAM departed from the West Coast on 25 July and arrived at Pearl Harbor on 31 July. An availability alongside the destroyer tender USS CASCADE took from 31 July until 5 September. During the remainder of the ship's operation in the Hawaiian Area, training operations were conducted in company with various units of the Pacific Fleet. Departing from the Hawaiian Islands, FULLAM steamed to Havannah Harbor, Efate Island by way of Suva, Fiji Islands. From 29 October, the ship operated with various units of the THIRD Fleet and Destroyer Squadron 45 in training operations in the New Hebrides area.

During the Treasury-Bougainville Operation, FULLAM participated as screening vessel for various units of Task Force 31 and for other vessels assigned from various ports of embarkation to Cape Tolokina, Empress Augusta Bay, Bougainville. Throughout the operation the destroyer screened repeated echelons of transports and landing craft form their loading point to the objective area. On the night of 28-29 November, FULLAM fired close support for a Marine Parachute Battalion which was forced to withdraw from a beachhead east of Cape Torokina. The Commanding General of the First Marine Amphibious

Office of Naval Records and History
Ships' Histories Section
Navy Department

4

#22

182

HISTORY OF USS GREENWICH BAY (AVP 41)

Built by the Lake Washington Shipyards, Houghton, Washington, USS GREENWICH BAY was laid down on 18 July 1944. The 23rd of a class of small seaplane tenders to be completed at this shipyard, on 17 March 1945 she slid down the ways. The ship, which was named for a bay off the coast of Rhode Island, was sponsored by Mrs. Francis B. Johnson, wife of Captain Johnson, who was then Commander Fleet Air Wing Six.

GREENWICH BAY was commissioned on 20 May 1945 with Commander Peter F. Boyle, USN, as her first commanding officer. Intensive shakedown exercises off San Diego, California, were conducted during the next two months preparatory to joining the Pacific Fleet on the road to Tokyo. Early Surrender of Japan found the tender in San Diego, from which she sailed on 26 August 1945 on her first overseas cruise.

Crossing the Pacific with stops at Pearl Harbor, Midway, and Okinawa, GREENWICH BAY arrived at Taku, China on 5 October shortly after the American landing in that area, as part of Fleet Air Wing ONE, U.S. SEVENTH Fleet.

At Taku, and later at Tsingtao and Shanghai, China, the seaplane tender tended the aircraft of various patrol and rescue squadrons on PBM's, which speeded up essential courier and mail service.

From 17 January to 25 March 1946, GREENWICH BAY operated in Japanese waters, Hiro-Wan, Honshu Island, and at Sasebo, Kyushu Island. She then headed for the Philippine Islands, arriving at Manila on 30 March. Now operating with Fleet Air Wing Ten she made brief stops at Cavite, Luzon; Puerta Princessa, Palawan, and Tawi-Tawi, before returning to Manila.

At Manila the ship received orders to return to the United States via the Suez Canal for duty with the Atlantic Fleet. On 1 May GREENWICH BAY departed Manila commencing the long cruise home, stopping three days in each of the following ports; Hong Kong, Singapore; Naples, Italy; Gibraltar; and Casablanca, French Morocco, arriving at Norfolk, Virginia, on 1 July 1946.

After operating in the Norfolk area, on 5 November the seaplane tender moved to the New York Naval Shipyard for overhaul. Repairs completed on 17 February 1947 the vessel departed New York and proceeded to Washington, D. C. arriving there on the 19th. Her new assignment was escort vessel to the Presidential Yacht, USS WILLIAMSBURG.

82
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#23

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Ships' Histories Section
Navy Department

HISTORY OF USS GRENADIER (SS 210)
(Also: SS-525)

USS GRENADIER (SS 210), a 1,475-ton fleet submarine of the "G" Type of 1939-1940, was built at the Navy Yard in Portsmouth, New Hampshire, where her keel was laid on 2 April 1940. The sub was launched on 29 November 1940 with Mrs Walter S. Anderson, wife of Rear Admiral Walter S. Anderson, USN, President of the Board of Inspection and Survey, Navy Department, as the official sponsor.

GRENADIER was placed in commission on 1 May 1941 under the command of Commander Allen Raymond Joyce, USN.

The submarine was 307 feet in overall length, 27 feet abeam and had a surface speed of 21 knots. In addition to ten torpedo tubes -- six forward and four aft -- she carried one 3-inch anti-aircraft deck gun and two anti-aircraft machine guns.

After usual shakedown exercises, held in Atlantic waters, GRENADIER sailed for the Pacific and on 4 February 1942 left Pearl Harbor on her first war patrol. This patrol was conducted in the coastal waters of Honshu, Japan, chiefly off Tokyo Bay and in the traffic lanes to the Bonin Islands.

In the early morning of 26 February, an overzealous trimming-down submerged the submarine prematurely and, at the time, the lower conning tower hatch was shut but the water in the conning tower raised waist-deep before the upper hatch could be closed. This resulted in flooding out the trim and drain pumps, the low pressure blows, main hydraulic pump and one air compressor; and necessitated complete hand operation in diving until repairs could be effected.

About dawn on 1 March, while patrolling between Miyaki Shima and Nojima Saki, a plane was heard but never seen. GRENADIER only managed to attain a depth of 35 feet before the bomb went off but, judging from the effect, the plane must have had as much trouble seeing the submarine as GRENADIER did the plane.

That afternoon, just north of Inuboe Saki Light, GRENADIER probably went closer to the mainland of Japan than had any allied vessel since the beginning of the war. She made a submerged attack on a 5,000 ton freighter which was only one mile from the beach -- and GRENADIER was on the beach side of the freighter. A spread of four torpedoes resulted in one hit, but the freighter was not observed to sink.

This first patrol ended on 23 March 1942 at Pearl Harbor. Commander Joyce was relieved as commanding officer of the submarine by Commander Willis Ashford Lent, USN, at the end of this patrol.

Office of Naval Records and History
Ships' Histories Section
Navy Department

#124

188
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HISTORY OF
USS HEYWOOD L. EDWARDS (DD 663)

The destroyer USS HEYWOOD L. EDWARDS (DD 663), was built at the Boston Navy Yard, Boston, Massachusetts, where her keel was laid on 4 July 1943. Launched on 6 October 1943, the ship was sponsored by Mrs. Louise S. Edwards of Austin, Texas, mother of the man for whom the ship was named.

The ship was named to honor Lieutenant Commander Heywood Lane Edwards, USN, who was the commanding officer of the USS REUBEN JAMES when the ship was torpedoed and sunk in the North Atlantic on the night of 29 October 1941. Struck by a torpedo off the coast of Iceland, Lieutenant Commander Edwards and 99 of his men went down with their ship, the first United States warship to be sunk in the "Battle of the Atlantic."

Commissioned on 26 January 1944, the ship was first commanded by Commander Joe W. Boulware, USN. Following her shakedown cruise and post shakedown yard availability, USS HEYWOOD L. EDWARDS transited the Panama Canal for duty in the Pacific. The ship received a Navy Unit Commendation for her part in World War II the text for which gives the highlights of her war career.

Secretary of the Navy James Forrestal has awarded the Navy Unit Commendation to the destroyer USS HEYWOOD L. EDWARDS for action against enemy forces in the Saipan-Tinian campaign from May 29 to July 29, 1944; Palau operations from September 5 to 29, 1944; the Battle of Surigao Strait from October 24-25, 1944; Iwo Jima from February 10 to 27, 1945, and the Okinawa campaign from March 21 to July 28, 1945.

The text of the citation reads:

"For outstanding heroism in action against enemy Japanese forces in the Saipan-Tinian operations, May 29 to July 29, 1944; Palau, September 5 to 29, 1944; the Battle for Surigao Strait, October 24-25, 1944; Iwo Jima, February 10 to 27, 1945; and Okinawa, March 21 to July 28, 1945. Operating in the face of continued and persistent air attacks throughout five major campaigns, the USS HEYWOOD L. EDWARDS blasted Japanese shore emplacements, screened out attacking transports and effectively laid support barrages for amphibious assaults. On the night of 23-24 September, while on patrol duty, she detected a column of 14 Japanese barges attempting to reinforce the Palau garrison and aided in destroying the whole group with its 650 enemy troops. During the historic Battle of Surigao Strait, she gallantly led Section Three of Destroyer Squadron FIFTY-SIX in a coordinated night torpedo attack against the enemy's Southern Force and rendered invaluable assistance in the utter defeat of these hostile units. In retiring she made a thorough

X-E 188
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4

Office of Naval Records and History
Ships' Histories Section
Navy Deparment

HISTORY OF USS HOWORTH (DD 592)

USS HOWORTH, a 2,050-ton destroyer of the FLETCHER Class of 1940, was built by the Puget Sound Naval Shipyard, Bremerton, Washington, where her keel was laid on 26 November 1941.

The new destroyer was named in honor of Ensign William L. Howorth, USN. On 29 February 1864), Ensign Howorth was a member of a boat expedition from USS MONTICELLO, under command of Lieutenant William B. Cushing, which went up the river to Smithville, North Carolina, where information was secured relative to the defenses of the region. Two prisoners were brought back, one being Captain Kelly, Confederate States Army.

On 17 May 1866, Howorth was promoted to Acting Master for gallant service in assisting in the destruction of the Confederate Ram ALBEMARLE in the Roanoke River on 27 October 1864. He attained the rank of Ensign on 12 March 1868 and resigned from the Navy 4 April 1869.

When USS HOWORTH was launched on 10 January 1943, Mrs. Ruby Pearl Bromley, mother of two sons lost in the armed services, was the ship's official sponsor.

HOWORTH was placed in commission on 3 April 1944 with Commander Edward S. Burns, USN, as her first commanding officer.

The destroyer's home port was changed to Mare Island, California, after commissioning. Her shakedown period was spent in waters off San Diego, California. In July 1944, HOWORTH departed from the United States and proceeded to the South Pacific war zone via Pearl Harbor, Guadalcanal, Purvis Bay, Admiralty Islands, and Hollandia. She was assigned duty with the SEVENTH Fleet, attached to Destroyer Squadron 21.

The first operation participated in by this ship was in support of that at Morotai Island in September 1944. After Morotai, HOWORTH participated in support operations and assault landings at Leyte, Ormoc, Mindoro, and Lingayen successively. She was credited unofficially with shooting down three enemy aircraft and with several assists in the Philippine area. On D-Day at Mindoro, HOWORTH was attacked by Japanese suicide planes just at the completion of a shore bombardment. Two "Zekes" consecutively dived at this ship through heavy anti-aircraft fire. Due to radical movement and the heavy volume of gunfire serious damage was avoided. The first plane crashed into the water close aboard to starboard. The second hit the radar antenna and glanced off the forecastle to port. Although gasoline was showered on the main battery director and the bridge structure no fires were started. The radar antenna was repaired at Hollandia in New Guinea in time for the Lingayen operation.

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#26

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Ships' Histories Section
Navy Department

HISTORY OF USS INGRAHAM (DD 694)

Third vessel of the United States Fleet to bear the name, the Destroyer No. 694 fought her way through seven major battles during the last year of the war, seeing action in the carrier strikes against Leyte and Luzon, bombarding Mindoro and Lingayen Gulf, racing into the Tokyo-Yokohama area with the famed Carrier Task Force 38/58 and reaching the climax of her career during the Okinawa invasion when she downed six Nip Kamikaze planes, the seventh crashing into her.

USS INGRAHAM, one of the big (2,200 ton) destroyers, was launched at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, on 16 January 1944. Her sponsor was Mrs. George I. Hutchinson, the great-granddaughter of the late Captain Duncan Nathaniel Ingraham, USN, and CSN, (Confederate States Navy), of Civil War fame, for whom the destroyer was named.

She began her career as a man-of-war in the Atlantic when, attached to the Atlantic Fleet Training Command, she underwent her shakedown cruise in the waters off Bermuda, BWI. Upon completion of this first training period, she immediately reported to the Pacific Fleet and operated with Task Force 38.

November of '44 saw the INGRAHAM screening for the carriers (a job which lasted throughout the war) which were giving Leyte and Luzon the "softening up" preparatory to the invasion. This type of operation continued throughout the battles for Mindoro and Lingayen Gulf, during December of '44 and January of '45.

The high point of her Pacific career came in February 1945 when she was one of the destroyers protecting the renowned carrier task force which sailed into the Tokyo-Yokohama area, and struck viciously at the Japanese homeland. This action stirred up two surface engagements with elements of the Japanese fleet and INGRAHAM was instrumental in the sinking of three enemy vessels.

After pounding Jap shore installations with her five-inch guns at Iwo Jima, the Destroyer No. 694 again sortied with a carrier force which was engaged in softening the Okinawa defenses for the coming invasion.

She went unscathed through that invasion and took up picket (radar patrol) duty in the "hot spot" between the Ryukyus and Kyushu, Japan's southernmost home island.

The first week in May saw a steady increase in the Kamikaze attacks on smaller U. S. warships operating near the China Sea.

Office of Naval Records and History
Ships' Histories Section
Navy Department

4 Copy 2 12 52

182

HISTORY OF USS KEARNY (DD 432)

USS KEARNY was built by the Federal Ship Building and Dry Dock Company, at Kearny, New Jersey. Her keel was laid on 1 March 1939 and she was launched on 9 March 1940. Miss Mary Kearny, first cousin three times removed of the ship's namesake, served as sponsor. The ship was commissioned on 13 September 1940, with Commander A. L. Danis, USN, assuming command as the ship's first commanding officer.

Commodore Lawrence Kearny, USN, after whom the ship was named, was born in New Jersey and was appointed midshipman on 24 July 1807. He was known for his tenacity in capturing priates and slave traders in West Indian waters and against the Greek pirates in the Mediterranean. He also brought about a commercial treaty between China and the United States with equal terms that were granted Great Britain. The Secretary of the Navy wrote of his services as follows:

> "That little squadron had done all that could have been expected of it, and it deserves much credit for its great vigilance and activity, and for the prudence and sound discretion with which Commodore Kearny has acquitted himself on the important trusts reposed in him."

Commodore Kearny died at Perth Amboy, New Jersey on 29 November 1868.

The period from commissioning USS KEARNY to 19 February 1941, was spent conducting a shakedown cruise along the East Coast of the United States. All compasses were calibrated, minor adjustments to engines made and the crew indoctrinated as well as possible without actual wartime experience.

On 19 February, Kearny got underway for St. Thomas, Virgin Islands. She took part in the "Neutrality Patrol" of Fort de France, Martinique, French West Indies, until 9 March 1941. The remaining time, until 23 March 1941, was spent patrolling off San Juan, Porto Rica and the return voyage to Norfolk, Virginia. The return voyage was made in company with the Striking Force, Atlantic Fleet.

From 6 April until 10 June 1941, was spent in patrolling the Bermuda areas as escort for the RANGER, WASP and QUINCY. She returned to Norfolk, on 10 June 1941. From 9 July to 25 August 1941, She trained with and and escorted USS WASHINGTON on her trial runs.

KEARNY did patrol duty off Bermuda, B.W.I., from 25 August until 9 September. She got underway on 9 September for Argentia,

X-E 182
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#29

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Ships' Histories Section
Navy Department

HISTORY OF USS LANG (DD 399)

Veteran of ten operations, USS LANG was built by the Federal Shipbuilding and Drydock Company at Kearny, New Jersey, where her keel was laid on 5 April 1937. At the launching ceremonies on 27 August 1938, Mrs. William D. Leahy, wife of Admiral Leahy, who was then Chief of Naval Operations, served as the ship's sponsor. The ship was named after Seaman John Lang who served aboard USS WASP during her engagement with the British ship FROLIC in the War of 1812. Lang died in Boston, Massachusetts on 20 January 1838.

Commissioned on 30 March 1939, USS LANG was ready for action at the outbreak of World War II, and operated with the British Fleet in the North Sea during 1942 while under the command of Commander E.A. Seay. The ship was also engaged in the Reinforcement of Malta when she escorted the aircraft carrier WASP in making runs to Malta to deliver "Spitfire" planes during April and May of 1942.

Transferring her activities to the Pacific in the later part of 1942, LANG took part in the Guadalcanal-Tulagi Landings of 7-9 August. The destroyer was again at Guadalcanal for the Capture and Defense of Guadalcanal on 23-24 January 1943.

In the New Georgia Group Operation, LANG took part in the Battle of Vella Gulf on 6 August 1943. The Marshall Islands Operation was next and the ship was in on the Occupation of Kwajalein and Majuro Atolls from 29 January until 8 February 1944.

The Asiatic-Pacific Raids were quick to follow with the destroyer LANG taking part in three phases: (1) Truk Attack, 16-17 February, (2) Marianas Attack, 21-22 February, (3) Palau, Yap, Ulithi, Woleai Raid, 30 March - 1 April.

By June 1944, the Marianas Operation was started. The destroyer threw her weight into the following five actions in this operation: (1) Capture and Occupation of Saipan, 11-24 June, (2) First Bonins Raid, 15-16 June, (3) Battle of the Philippine Sea, 19-20 June, (4) Capture and Occupation of Guam, 12 July to 15 August, (5) Palau, Yap, Ulithi Raid, 25-27 July.

The highly important Leyte Operation was next on the list and the ship was there for the Leyte Landings from 12-25 October 1944. The second big operation in the Philippine was the Luzon Operation during which "399" supported the Lingayen Gulf Landing from 4 to 18 January 1945.

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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS LEARY (DD 158)

USS LEARY (DD 158) was one of the many unsung ships of World War II. Glory and the trappings of heroic achievement were denied her; in their place were endless hours of convoy duty highlighted by heavy seas, pea-soup fog, and the ever present menace of enemy submarines.

USS LEARY was one of the old class 1916-1917 destroyers. She was built by the New York Shipbuilding Company, Camden, New Jersey, where her keel was laid on 6 March 1918. The destroyer was launched on 18 December 1918 and commissioned 5 December 1919, too late to participate in World War I.

LEARY's official sponsor was Mrs. C. Frederick Leary, mother of the late Lieutenant Clarence F. Leary, USNRF, for whom the ship was named. Lieutenant Leary was commissioned a Lieutenant in the Naval Reserve on 12 June 1918, and was ordered to USS CHARLTON HALL as Executive Officer. On 20 July, when that vessel caught fire, he entered the hold in an effort to save the ship and crew and died as a result of smoke inhalation. For this gallant action, Lieutenant Leary was awarded the Navy Cross.

The 1090-ton four-stacker served with the fleet in southern waters until the end of April 1920, and subsequently operated along the east coast before entering the Philadelphia Navy Yard for inactivation in March 1922.

With the outbreak of World War II in Europe, the United States became hard pressed for escort vessels for convoys. The only type vessel available for such duty was the destroyer, the demand for which became stronger and stronger as our Lend-Lease convoys grew larger and more frequent. In view of this emergency, old LEARY was called back into service and assigned to the Atlantic Fleet.

In 1941 this meager force was involved in an unequal struggle with swarms of German undersea raiders. The saga of this conflict and the eventual victory is a story within itself, suffice to say, LEARY operating as a convoy escort, played an important role in the final victory.

From December 1941 to August 1942, LEARY, commanded by Lieutenant Commander J. C. Atkeson, USN, worked with the hard-hitting anti-submarine forces in the North Atlantic. She convoyed Task Units, consisting of ships flying various Allied flags, in the vicinity of Hvalfjordur, Iceland and Argentina, Newfoundland. Her task was important, but at times this fact was small compensation for the crew, whose monotonous hours were broken only by storms and occasional submarine scares.

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Office of Naval Records and History
Ships' Histories Section
Navy Department

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51

HISTORY OF USS LEVY (DE 162)

USS LEVY (DE 162), a 1,240-ton destroyer escort vessel of the long hull type of 1942-1943, was built by the Federal Shipbuilding and Dry Dock Company of Newark, New Jersey. The ship was 306 feet in overall length, was 37 feet abeam, and had a rated speed of 21 knots. Her keel was laid on 19 October 1942.

USS LEVY was named for Commodore Uriah Phillips Levy, USN, who was born in Pennsylvania, 22 April 1792 and died in New York on 22 March 1862. He was appointed Sailing Master in October 1812 and attained the rank of Captain 29 March 1844. He served on board FRANKLIN, CONSTITUTION, SPARK, and VANDALIA and his last assignment was that of commanding officer of USS MACEDONIAN in 1858. Commodore Levy was a strong advocate for the suppression of corporal punishment in the Navy and his untiring efforts toward this end had a great influence in securing its abolishment by Congress.

When USS LEVY was launched on 28 March 1943, Mrs. Charles Mathoff, a niece of the late Commodore Levy, was the ship's official sponsor.

USS LEVY was placed in commission on 13 May 1943 at Brooklyn, New York, and in addition to being the first destroyer escort vessel completed by the Federal Shipbuilding Company at Newark, she was one of the first of the DE's to be commissioned.

After shakedown exercises in Atlantic waters, LEVY sailed for the Pacific and reported to Commander South Pacific in August 1943. There she spent ten months in the Solomon Islands and adjacent waters, employed mainly as anti-submarine screening vessel in the New Hebrides, Guadalcanal, and Bougainville areas. During this period LEVY also participated in the Truk, Satawan, and Ponape raid as well as the Hollandia operation.

In May 1944 the destroyer escort was ordered to the Central Pacific where she took part in the capture and occupation of Guam and Saipan. Then, in July she was assigned to Task Group 30.8 as escort vessel and during the ensuing four months that logistics group refueled and replenished the THIRD Fleet. During this period, while attached to the task group, LEVY was active in the Volcano and Bonin Islands and Yap Island raids, the capture and occupation of the southern Palau Islands; and in the THIRD Fleet supporting attacks on northern Luzon and Formosa.

LEVY returned to San Diego, California, in December 1944 for an overhaul. Then, in February 1945, she headed for the Pacific war zones once more and in March reported as a unit of Task Group 96.3 at Eniwetok, Marshall Islands. Attached to the task group, she was employed in escort duties, air-sea rescue, as radar picket, and as a part of a hunter-killer anti-submarine group.

X-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

4
13
#31

HISTORY OF USS LINDENWALD (LSD 6)

USS LINDENWALD is called, in naval terms, a Landing Ship Dock. She is a unique ship in structure. She has all the normal lines of a large ship from amidships forward. Here the similarity ceases, for it appears as if the deck housing and part of the hull has been removed to a point fairly close to the waterline. From amidships to the flat stern, the ship is constructed with low sides, hardly 17 feet above the water.

From above, it can be seen that the entire middle of the ship, from amidship to the stern, is a hollow well, or dock. This makes her capable of housing numerous small craft or even a fairly large ship. This dock is uncovered for about 200 feet, but it also continues beneath the deck structure for some 150 feet more.

The LSD's outstanding feature is her capability of ballasting to permit water to flood this dock. By lowering the stern, which is in reality a hinged gate, vessels ranging in size from small LCVP's to oceangoing LSM's can enter the dock under their own power. Once inside, the gate is raised and the ship unballasts, leaving the guest craft in a spacious drydock for repair work or transportation.

In addition to accommodating boats through the ballasting method, the LSD also has a powerful crane on each side of the dock, capable of hoisting smaller craft from outside into her dock.

Combining her potentialities as a repair ship with the ability to give a good account of herself in combat, USS LINDENWALD was a ship the Japanese could not very easily overlook.

USS LINDENWALD was named for the home of Martin Van Buren, eighth President of the United States, which is located at Kinderhook, Columbia County, New York. "Lindenwald" was the name of the home of Martin Van Buren from 1840, upon his retirement from the Presidency, to his death in 1862.

The keel of USS LINDENWALD was laid on 22 February 1943 by the Moore Dry Dock Company, Oakland, California. She was launched on 11 June 1943 with Mrs. Wilber M. Lockhart, wife of Captain Wilber M. Lockhart, USN, as her sponsor. USS LINDENWALD was commissioned on 9 December 1943 with Commander William W. Weaver as commanding officer.

After several days of tests USS LINDENWALD left San Francisco Bay for San Diego, California. At San Diego she picked

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Ships' Histories Section
Navy Department

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HISTORY OF USS LST 344

The landing ship, tank, USS LST 344, was built by the Norfolk Navy Yard, at Portsmouth, Virginia, where her keel was laid on 18 October 1942. Sponsor of the launching was Mrs H. H. Ward, wife of master of the yard, (inside machine ship) at the Navy Yard.

The USS LST 344 was commissioned on 14 January 1943, by Rear Admiral F. A. Gygax, at Norfolk Navy Yard, St. Helena, Norfolk, Virginia Lieutenant Maurice G. Jackson, USNR, assumed command.

On 7 February 1943, Lieutenant R. B. Hensley, USN, relieved Lieutenant M. G. Jackson, USNR.

From the time of commissioning until 22 April 1943, the ship operated in the Chesapeake Bay Area, performing shakedown exercises such as beaching, degaussing, towing and fueling. During this time, a period of two weeks, beginning 19 March 1943, and ending 2 April 1943, was spent at Newport News Shipbuilding and Drydock Company for minor repairs. She sailed for New York on 25 April 1943, arriving there on 26 April 1943. At New York LCT 445 was loaded on the main deck, and LST 344 sailed in convoy for Algiers, North Africa, on 28 April 1943.

The ship arrived in Arzeu Harbor, Algiers, on 26 May 1943, where LCT 445 was launched. From 3 June 1943 to 1 July 1943, the ship operated between Arzeu Harbor, Algiers, and the Bay of Tunis, Tunisia, carrying British and American troops and Supplies.

From 1 July 1943, until 19 October 1943, the ship took part in combat operations, making six beachings at Sicily, off Gela, Locata, and Palermo; and six beachings at Italy, off Salerno and Toranto, carrying both British and American vehicles and troops. The ship then operated out of Bizerte Harbor and Tripoli.

From 19 October to 31 October 1943, the ship was moored at Bizerte, North Africa; from 1 November to 22 November 1943 the ship was moored at Oran, Algiers. On 22 November 1943, she sailed for England. LST 344 arrived at Plymouth, Devon, England, on 5 December 1943. From 5 December to 9 December 1943, she was moored at Plymouth, England; from 20 December to 27 December 1943, at Falmouth, England; from 29 December until 4 January 1944, at Firth of Clyde, Scotland; from 5 January to 4 March 1944 at Londonderry, Northern Ireland. While at Londonderry, Northern Ireland, new guns were installed.

Commencing on 8 March 1944, operating from Southampton, England, and various other English ports, the ship performed

82
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#33

Office of Naval Records and History
Ships' Histories Section
Navy Department

4
11
13
51

HISTORY OF USS MISSION BAY (CVE 59)

USS MISSION BAY (CVE 59), named after Mission Bay near San Diego, California, was built by the Kaiser Company, Incorporated, and acquired by the Navy on 13 September 1943. Placed in commission on the same date as her acquisition at Astoria, Oregon, Captain William L. Rees, USN, assumed command of the new escort carrier.

On 3 October 1943, the ship got underway and proceeded to Bremerton, Washington. From there she went to Oakland, California, for one day and then to San Diego, California, arriving on 16 October. Several weeks were spent in qualifying pilots and establishing a good working organization aboard the ship.

On 15 November 1943, with Composite Squadron 36 aboard, MISSION BAY left San Diego for Portsmouth, Virginia. The carrier passed through the Panama Canal on 25 November and was the first vessel of this class to enter the Atlantic Ocean. Portsmouth was reached on 5 December 1943.

Assigned to convoy duty and anti-submarine operations, MISSION BAY got underway for Casablanca, French Morocco, on 26 December and arrived at her destination on 14 January 1944. Two days later the ship departed on the return voyage to Portsmouth, Virginia, and docked there on 8 February. After six days in Portsmouth, she then proceeded to New York; arriving on 14 February.

At this time, due to the need of planes in China, the vessel was assigned the task of ferrying a load of Army planes and personnel to India. On 20 February 1944 the ship left New York for Karachi, India. She crossed the equator for the first time on 28 February. Refueling at Recife, Brazil on 1 March and at Capetown, Union of South Africa, on the 12th, MISSION BAY arrived at Karachi on 29 March. She began her return trip on 3 April and enroute stopped at Durban, Union of South Africa from 13 to 15 April, and from 27 to 30 April at Bahia, Brazil. The escort carrier arrived back at Portsmouth, Virginia, on 12 May 1944. While there, she underwent a period of general repair.

On 24 May, MISSION BAY proceeded to New York prior to making a hurried ferrying trip to Casablanca. She left New York on 28 May and anchored at Casablanca on 6 June. She began her return trip two days later and, on 17 June, after entering the channel at New York, suffered a collision with a dredge. Although there were no personnel casualties, moderate materiel damage resulted. On 21 June the ship proceeded to Portsmouth for major repairs, arriving the following day.

On 12 July 1944, Captain Rees was relieved by Captain J. R. Rushenberger, USN, as commanding officer of MISSION BAY.

X-E 188
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Office of Naval Records and History
Ships' Histories Section
Navy Department

#34

4
XI
13
61

HISTORY OF USS MURRAY (DD 576)

USS MURRAY (DD 576), a 2,050-ton destroyer of the FLETCHER Class of 1940-1942, was built by the Consolidated Steel Corporation of Orange, Texas. The destroyer's keel was laid on 16 March 1942 and she was launched on 16 August of the same year. Mrs. Frank T. Leighton, wife of Frank T. Leighton, Commandant of the EIGHTH Naval District, christened the ship as the official sponsor.

MURRAY is the second U.S. Navy ship to bear the name; the former being DD-97, a four-stack destroyer built during World War I and decommissioned in 1936. Both ships were named in memory of Captain Alexander Murray, who commanded the frigate CONSTELLATION (1800-1802) in actions against the Barbary pirates; and Rear Admiral Alexander Murray, who served with distinction in the North Atlantic Blockading Squadron from 1861 to 1863.

USS MURRAY (DD 576) was placed in commission on 20 April 1943 with Commander R.F. Stout, USN, as her first commanding officer.

After a shakedown cruise in the Caribbean and a month's escort duty in the Atlantic, MURRAY joined Destroyer Squadron 25 at Pearl Harbor in September 1943. During her World War II career, MURRAY took part in ten major naval operations.

On 5 and 6 October 1943, MURRAY saw her first action with the squadron while screening aircraft carriers and other heavy fleet units during a strike on Wake Island. Then, after a long voyage into South Pacific waters, MURRAY joined three cruisers and three other destroyers in the support of landings on Bougainville Island, Solomon Islands on the 8th and 9th of November 1943. There she shot down three Japanese planes. Two days later, on the 11th, she joined THIRD Fleet carriers in a strike against Rabaul, New Britain Island. During this strike approximately 150 enemy planes attacked the force and MURRAY accounted for two more Japs.

Her next operation was in the Gilbert Islands from 13 November to 8 December 1943 and in this area the ship joined in anti-submarine patrolling during the occupation of Tarawa and Apamama. After the islands were secured, the destroyer remained in the area for a month acting as surface guard against any Japanese attack on shipping to and from the newly acquired islands.

January 1944 found MURRAY taking part in the Marshall Islands operation and, during the capture of Kwajalein Atoll, she was among the outstanding fire support destroyers. This was the first Japanese territory she had bombarded. From there she moved on to Eniwetok to participate in the landing of reinforcements there. Her main duty was that of screening transports carrying invasion forces to the island.

Office of Naval Records and History
Ships' Histories Section
Navy Department

182
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22
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HISTORY OF USS NAUTILUS (SS 168)

The submarine USS NAUTILUS, one of the largest submarines in the United States Navy during World War II, earned a most enviable record in completing fourteen consecutive, successful war patrols. This brought to a climax the 15 year career which included the first sinking of a Japanese aircraft carrier by a U. S. submarine, the landing of Carlson's raiders on Makin Island, the landing of pre-invasion scouts on Attu Island, and a number of perilous supply runs for Philippine guerillas into Japanese-controlled waters. In peril many times, NAUTILUS finished the war with a Presidential Unit Citation and with much history in her wake.

NAUTILUS was built at the Navy Yard, Mare Island, California, where her keel was laid on 2 August 1927. Launched on 15 March 1930, the submarine was sponsored by Miss Jean Keesling, daughter of a prominent West Coast attorney.

The ship was commissioned on 1 July 1930, amid much public interest since NAUTILUS was a new type, representing a large step forward in submarine construction. She was the first submarine to descend below 300 feet intentionally. Her heavy plating and added size and strength were to stand her in good stead in the war years to follow.

When the Japs struck at Pearl Harbor, NAUTILUS was on the West Coast undergoing a modernization. Months passed before her impatient crew could complete trials and training and get their first chance at the enemy. From the West Coast to Pearl Harbor, to her first war patrol in the area around Midway Island, brought NAUTILUS in contact with the enemy for the first time on 4 June 1942.

A message was received at 0544, that many enemy planes were headed for Midway about 150 miles away from the island, coming in from the northwest. This was on the boundary of NAUTILUS' patrol area and she proceeded toward the action until, at 0658, NAUTILUS sighted smoke and anti-aircraft bursts over the horizon. Continuing on at periscope depth, the sub was greeted with a strafing by aircraft. Undeterred, NAUTILUS submerged and proceeded into the teeth of a large Japanese combatant force.

A battleship of the ISE Class was selected as a target and NAUTILUS was sighted and strafed by aircraft upon making her approach for firing. Further hindered by a Jap cruiser of the JINTSU Class approaching for depth charging and at least two other ships echo ranging on her, NAUTILUS was forced to submerge and absorb a depth charging.

Office of Naval Records and History
Ships' Histories Section
Navy Department

X-E 182

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HISTORY OF USS NEWPORT NEWS (CA-148)

On 29 January 1949, the USS NEWPORT NEWS (CA 148) was commissioned at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. The NEWPORT NEWS was authorized by the Vinson-Trammel Act of 1934. The contract for building was awarded the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia on 8 April 1944, and the keel was laid on 1 November 1945. Launching ceremonies took place on 6 March 1948; Mrs. Homer L. Ferguson, wife of the Chairman of the Board of Directors of the Shipbuilding Company, was the sponsor. The ship was named in honor of the shipbuilding city of Newport News, Virginia.

The NEWPORT NEWS is of the SALEM class of Cruiser, displacing 17,000 tons. The Main Battery consists of three 8"/55 automatic rapid fire turrets with three guns each; secondary battery consists of 5" and 3"/50 twin mounts, also automatic rapid fire. All living and working spaces (except machinery, spaces) on the ship are air-conditioned.

After commissioning, the NEWPORT NEWS proceeded to the Norfolk Naval Shipyard, Portsmouth, Va., for outfitting prior to shakedown training.

The ship reported to Commander in Chief, Atlantic and U.S. Atlantic Fleet for duty on 24 March, and underwent a vigorous shake-down training period in the Caribbean Sea Area from 5 April to 20 June 1949.

Upon completion of shakedown the NEWPORT NEWS reported to Commander Cruisers Atlantic Fleet, for duty.

From 20 June to 1 August the ship remained in the Norfolk Ara Area, and departed on 1 August on a two week Reserve training cruise to Halifax, N.S. During part of this cruise the ship served as Flagship tp Admiral Blandy.

After the Reserve Training Cruise the USS NEWPORT NEWS was assigned to the Norfolk Area under Commander Development Force. During this time the NEWPORT NEWS made a Northern Cruise with the Second Fleet (Task Force 89) and crossed the Arctic Circle on 12 November 1949. It operated under the Atlantic Fleet Command until it joined the Mediterranean Fleet on 20 January 1950. Relieving the USS DES MOINES, the NEWPORT NEWS became the Flagship, of Commander Sixth Fleet, VADM. JOHN J. BALLENTINE.

After serving as Flagship, COMSIXTHFLT for a period of five months during which time the ship visited 15 foreign ports, the USS NEWPORT NEWS was relieved by the USS SALEM in Gibraltar, B.C., 26 May 1950.

NE 82
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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11
13
61

HISTORY OF USS PECOS (AO 65)

Unglamorous and unsung, a work-a-day ship of work-a-day lines, plodding up and down the Pacific doing her dirty, difficult task so Men-o'War could rush back to battle and glory; yet rakishly sporting three Japanese planes on her bridge scoreboard -- such a ship was USS PECOS, veteran fleet oiler and the oldest tanker in point of continuous World War II service without returning to the United States.

Designated as AO-65, PECOS was in the first group of oilers to participate in a sustained fleet operation when combat vessels remained on patrol in Aleutian waters for 90 days.

She was one of the first of the allegedly "non-combatant" fleet oilers to enter Jap-held zones when she steamed into Majuro Atoll, Marshall Islands, two days after that islet had been wrested from the enemy.

Another first for PECOS was chalked up when she became the number one oiler to anchor in Mangarin Bay off Mindoro Island, Philippine Islands, proceed with refueling operations, and escape unscathed.

USS PECOS (AO 65) was built by the Sun Shipbuilding and Dry Dock Company of Chester, Pennsylvania, and was acquired by the U.S. Navy on 29 August 1942. Named for the Pecos River in Texas and also to perpetuate the name of a former tanker which was sunk by enemy action on 1 March 1942, AO-65 was placed in commission at the Baltimore, Maryland, yards of the Bethlehem Steel Company on 5 October 1942, with Commander P.M. Gunnell, USN, as her first commanding officer.

Four months after her shakedown, the oiler was underway from Balboa, Canal Zone, enroute to Fanui Bay, Bora Bora, mothering a brood of 11 sub chasers, five yard minesweepers, numerous LCI(L)'s and one net tender. Four motor torpedo boats nested in cradles in the forward and after well decks.

Covering 4,762 miles with the convoy between 18 February and 10 March 1943, PECOS fueled each small craft every four days. Working in relays, a constant parade of ships was alongside the tanker throughout the voyage.

After delivering the motor torpedo boats at Noumea, New Caledonia she turned northward to the cold task of fueling ships in the foggy Aleutian area. It was there that PECOS took part in supplying task force vessels not only with fuel, but with food and other stores as well. Large quantities of meat, fruit, and other supplies were carried on the cargo deck ready for transfer at sea.

Office of Naval Records and History
Ships' Histories Section
Navy Department

182
.05

HISTORY OF USS PRIDE (DE 323)

USS PRIDE (DE 323) was built by the Consolidated Steel Corporation, Orange, Texas, where her keel was laid on 12 April 1943. She was launched on 3 July 1943, sponsored by Mrs. Lewis B. Pride, mother of the late Ensign Lewis Bailey Pride, in whose memory the vessel was named.

Ensign Pride, born on 22 April 1918, was appointed to the Naval Academy in June 1937. A member of the Class of 1941, he graduated with highest honors in practical ordinance and gunnery. He was also number one in his class in character and leadership. When the Japs bombed Pearl Harbor on 7 December 1941, Ensign Pride was killed while serving aboard the battleship Oklahoma.

The new escort destroyer was commissioned at Orange, Texas on 13 November 1943. Commander R. R. Curry, USCG, became the ship's first commanding officer.

Her shakedown cruise was conducted at Bermuda, and after six weeks further training, she was declared ready for her assigned war task.

For the next twelve months, PRIDE escorted badly needed men and materials to the fighting fronts in the Mediterranean area. During this period, six convoys of from 80 to 115 ships, were escorted safely into the area. The first trip was uneventful except for a period of rough weather which lasted twenty-three days on the return voyage

It was on the second voyage in June 1944, that DE 323 won her spurs as a fighting ship. Off Algiers, German planes attacked the convoy at dusk and gave the crew their first taste of shooting warfare. Five ships were lost in the battle, including a transport with five hundred American soldiers aboard, and the destroyer LANDSDALE. Upon steaming away from the Mediterranean area, the destroyer escort MENGES was torpedoed by a German U-boat, and PRIDE was sent back to assist her and track down the submarine. After a chase, the submarine was destroyed and forty-nine German prisoners were taken, including the commanding officer, who had been costing the Allies many ships and men for over two years in that area. For this action, Commander Curry received a gold star in lieu of a second Legion of Merit.

In late June 1944, Lieutenant Commander W. H. Buxton, USCG, relieved Commander Curry as commanding officer.

In March 1945, PRIDE was assigned hunter killer group work with three other ships of her division. The first assignment

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Ships' Histories Section
Navy Department

#39

HISTORY OF USS PRINCETON (CVL-23)

Heroically fought and heroically lost, is a brief description of the war career of the light aircraft carrier USS PRINCETON. Before her violent end, PRINCETON's air groups and gun crews shot down scores of Japanese planes, sank numerous ships, and bombed and strafed vital enemy positions.

Named after the Revolutionary War Battle of Princeton, CVL-23 was the fourth ship of the Navy to bear the name. The first PRINCETON was the first screw-propelled vessel of the U.S. Navy. She was launched at Philadelphia on 10 December 1843. The second PRINCETON, twice the size of the first but using the same engines, was in service from 1852 to 1866. The third ship to bear the name was a gunboat which was commissioned in 1895 and sold in 1919.

USS PRINCETON (CVL 23) was built by the New York Shipbuilding Corporation at Camden, New Jersey, where her keel was laid on 2 June 1941. PRINCETON was one of nine ships converted to aircraft carriers from cruiser hulls. Launched on 18 October 1942, the ship was sponsored by Mrs. Harold Dodds, wife of the President of Princeton University.

Commissioned on 25 February 1943, PRINCETON had as her first commanding officer, Captain George R. Henderson, USN. The first air group to report aboard PRINCETON was Air Group 23, commanded by Lieutenant Commander Henry L. Miller, USN, who was also the commanding officer of Fighting Squadron 23. In command of Torpedo Squadron 23 was Lieutenant Commander M.T. Hatcher, USN. This squadron was about to make history in the Pacific and for over a year served as the ship's main battery and Sunday punch. After undergoing a rigorous shakedown cruise, the new carrier with her air group aboard, departed for the Pacific war zone.

PRINCETON's first assignment in the Pacific was to provide air cover for the landing of troops on Baker Island on 1 September 1943. The then new F6F Hellcat fighter planes were here used for the first time in the Pacific area. Although the landing forces were unopposed, Hellcat fighter pilots in this engagement shot down the first Japanese Emily reconnaissance plane encountered. In the following 12 days, while PRINCETON's planes provided air cover, they sent more Emilys down in flames and furnished the fleet with its first photographs of this four-engined patrol bomber.

On 18 September 1943, PRINCETON was part of a task force which struck Makin and Tarawa in the Gilbert Islands. Her Hellcat fighters provided an umbrella of protection over the task force, shooting down one Betty (twin engined Jap bomber) which attempted to launch an attack. The fighters sustained no damage.

X-E 188
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS PRINCETON (CV 37)

Built to replace her namesake, CVL-23, lost in the Battle for Leyte Gulf, the 27,100 ton aircraft carrier USS PRINCETON (CV 37) was constructed at the Philadelphia Naval Shipyard, where her keel was laid on 14 September 1943.

This modern carrier, was launched on 8 July 1945, with Mrs. Harold Dodds, wife of the President of Princeton University, and sponsor of the light carrier, as the official sponsor.

Renamed in order to keep alive the honored memory of USS PRINCETON (CVL 23), the new ship inherited a distinguished reputation. She was the fifth Naval vessel to bear the name PRINCETON. Number one, the first screw-propelled U. S. Naval vessel to be built, was launched at Philadelphia on 10 December 1843. The second ship, twice the size of the first but using the same engines, was in service from 1852 to 1866; the third, a gunboat, was commissioned in 1895 and sold in 1919. The fourth PRINCETON (CVL 23) was completed in 1942, and built up an impressive record in nine Pacific combat operations before an explosion, set off by enemy dive-bomber action, severely damaged her on 23 October 1944. The stricken carrier, her stern shattered and blasted by heavy internal explosions, was later sunk by our own torpedoes.

The new PRINCETON (CV 37) also inherited her first Captain from her immediate predecessor, Captain John M. Hoskins, USN. Captain Hoskins had been ordered to the fourth PRINCETON shortly before her last action and was to take command of the ship on the day following her sinking. He lost one foot in that action. The Navy Department appointed him the first commanding officer of the new carrier, thus making him the first commanding officer of the U. S. Navy with an artificial foot. On 18 November 1945, Captain Hoskins received the new carrier from Rear Admiral M. F. Draemel, USN, and ordered the first watch set.

On 13 December, the carrier got underway for the first time. She steamed down the Delaware River, anchored overnight, and returned to the Navy Yard, Philadelphia for the successful completion of her trial run. Finally on 8 January 1946, all details of construction and loading completed, PRINCETON steamed out of Philadelphia for a voyage to Norfolk, Virginia, where she took aboard Air Group 81, and proceeded to Guantanamo Bay, Cuba for her shakedown cruise.

83
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Ships' Histories Section
Navy Department

4

HISTORY OF USS ROWE (DD 564)

USS ROWE, one of the 2,050-ton FLETCHER Class destroyers of 1940, was built by the Seattle-Tacoma Shipbuilding Corporation of Seattle, Washington. Her keel was laid on 7 December 1942.

The destroyer was named to honor Lieutenant John Rowe, USN, who was commissioned midshipman on 2 December 1799; lieutenant on 21 March 1807, and resigned from the Navy 27 August 1808. Lieutenant Rowe volunteered and took part in the expedition under Lieutenant Stephen Decatur, Jr., commanding the U. S. ketch INTREPID, which entered the harbor of Tripoli on 16 February 1804 and destroyed the former U. S. frigate PHILADELPHIA.

When USS ROWE was launched at the Harbor Island yards, Seattle, on 30 September 1943, Mrs. Louise B. Roberson christened the new ship. Mrs. Roberson, a former employee of the shipyard, was the widow of Leroy R. Roberson, chief storekeeper, who was killed in the battle of Guadalcanal, November 13, 1942, while serving aboard USS JUNEAU.

USS ROWE was placed in commission on 13 March 1944 at Harbor Islan Seattle, with Commander A. L. Young, Jr., USN, as the first commanding officer

Following a one-week fitting out period, ROWE conducted her acceptance trials and calibrating tests in Puget Sound and on 31 March 1944 sailed for San Diego, California, where she engaged in shakedown training.

Having completed qualifying shakedown exercises on the 4th of May 1944, ROWE sailed for the Puget Sound Navy Yard at Bremerton, Washington, arriving at her destination three days later for post-shakedown availability. After her availability period, ROWE reported for duty on 23 May and the next day got underway for Pearl Harbor.

Following an uneventful passage, the destroyer arrived at the Hawaiian naval base on 30 May, where she then engaged in two weeks of additional underway training. On 16 June orders were received to proceed to Eniwetok, Marshall Islands, and that morning ROWE got underway in company with USS FRANKLIN, DENVER, RICHARD P. LEARY, CUSHING, and TWIGGS. The group arrived at Eniwetok in the afternoon of 22 June.

Within a day after arrival, ROWE was ordered underway again, this time with SOUTH DAKOTA, BELLEAU WOOD, and CUSHING enroute to Pearl Harbor. Leaving on the 27th, she reached Pearl Harbor on 2 July and then, with SOUTH DAKATO and CUSHING, sailed for the Puget Sound Navy Yard where SOUTH DAKOTA was to undergo battle damage repairs. ROWE then returned to Pearl Harbor with MASSACHUSETTS and CUSHING, arriving on 21 July after an uneventful voyage.

X-E 182
.U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS RUSHMORE (LSD 14) 4

USS RUSHMORE (LSD 14), a combination dock and landing craft carrier, was named for the Mount Rushmore Memorial in the Black Hills of South Dakota, which honors four former Presidents of the United States; namely, Washington, Jefferson, Lincoln, and Theodore Roosevelt.

USS RUSHMORE was built by the Newport News Shipbuilding and Dry Dock Company, Newport News ,Virginia, where her keel was laid on 31 December 1943. The ship was launched on 10 May 1944 with Miss Eleanor Blewett of Newport News as the official sponsor.

RUSHMORE was placed in commission on 3 July 1944 with Lieutenant Commander E. A. Jansen, (DM), USNR, as her first commanding officer.

The sponsor, Miss Blewett, was guest of honor at the commissioning and presented the ship with a mascot -- a brown and black puppy which had reached the ripe age of six weeks. The mascot was named after the ship, but since he was very young and only able to understand words of one syllable, his name was shortened to "Rush."

This Landing Ship, Dock -- or "Amphibious Battleship" as one Japanese radio news-commentator was heard to call the type -- was 457 feet 9 inches in length, 72 feet abeam, had a speed of 15 knots, and displaced 4,490 tons. The well deck, in which she carried her main cargo, was 365 feet long. With a cruising range of 5,000 miles, the LSD's operational use is to transport loaded LCM's (Loading Craft Mechanized)and smaller vessels and crews to the landing area. Its advantage over other amphibious landing craft carriers in that upon arrival at the landing area, the smaller craft are already waterborne and leave the flooded dock under their own power through the stern gates, loaded for a quick strike at the enemy beach. No time is wasted in the lowering of boats or in their loading after they are in the water. The 457-foot LSD's also served as landing craft mother ships and repaired PT's (motor torpedo boats) and other small vessels.

After completing her shakedown cruise in the Chesapeake Bay, USS RUSHMORE left Norfolk, Virginia, with a cargo of 28 LCM's and 52 LCVP's (Landing Craft, Vehicles and Personnel), on 5 August 1944 and arrived at San Diego, California, on 19 August, by way of the Panama Canal. She left the California port five days later, destined for Pearl Harbor and a tour of ten months duty in the Pacific war zone before returning to the United States. During her subsequent career she participated in four amphibious landings and transported a wide variety of cargo, ranging from small landing craft to huge pile drivers.

Upon arrival at Pearl Harbor on 30 August 1944, her cargo was discharged and a boat group of seven officers, 105 enlisted men, and 20 LCM's were received on board for duty, 1 September 1944. The next day the boat group combat-loaded their landing craft with Sherman tanks

Office of Naval Records and History
Ships' Histories Section
Navy Department

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USS S-24 (SS 129)

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The United States Submarine S-24 (SS-129) was contracted for by the Electric Boat Company, New York, and built by the Bethlehem Shipbuilding Corporation, Quincy, Massachusetts. Her keel was laid on 1 November 1918, and the ship launched 27 June 1922.

She was first placed in commission 24 August 1923 with Lieutenant Commander L. E. Denfeld in command. She was attached to Submarine Division Eleven in the New London, Connecticut area, where she engaged in submerged training and firing of torpedoes to test the torpedo tubes. She sailed from New York 24 January 1924, for Chiriqui Lagoon, Panama, for winter maneuvers with Submarine Division Eleven. She engaged in war games, sorties, submerged training and torpedo practice with Battle Fleet, and returned to New York 29 April 1924. She arrived at New London, Connecticut, 11 May 1924, for overhaul and engaged in submerged operations with Lieutenant H. J. Nelson, commanding. Later she carried on maneuvers for tactical data, then entered the Navy Yard, Portsmouth, New Hampshire, for war problem, returning to New London, 19 September 1924, to join the division. She sailed from New London, 23 November 1924, enroute to Pensacola for base, where she engaged in availability runs, gunnery exercises and torpedo practice,"A-1".

On 13 February 1925, she arrived at Balboa, enroute to San Diego, where she arrived 12 March 1925, and San Francisco, on 15 April 1925, for overhaul before sailing to Pearl Harbor. She arrived at Pearl Harbor 20 May 1925, and returned to Portland, Oregon, 13 June 1925, and Mare Island, June 23rd for overhaul. She operated on the West Coast until 19 January 1926, when she docked at San Diego for overhaul in preparation for a winter cruise and engaged in U. S. Fleet Problem #6. On 15 February 1926, she arrived at Balboa and on the 26th at Tobago Island for joint exercises with the United States Army.

On 1 April 1926, she returned to San Diego for rehearsal runs and torpedo practice, arriving back at San Francisco 18 June 1926. At Astoria, Oregon, she joined Submarine Division Eleven for summer cruise,sailing from Seattle, Washington, to San Diego and San Pedro, where she engaged in fleet maneuvers, rehearsal runs, personnel training and sound practice, making full power and endurance runs, Lieutenant H. Biesemeir, U. S. Navy, commanding. She returned to Mare Island, 14 February 1927, where extensive repairs were made to the vessel.

After training and preparing for cruise, she sailed from San Francisco, 13 July 1927, enroute to Hawaii in company with the Submarine Division, Battle Fleet, arriving at Pearl Harbor, 22 July, where she engaged in maneuvers and training. On 13

X-E 188
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51

Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS SARGO (SS 188)

USS SARGO (SS 188), a 1,460-ton submarine of the "S" Type of 1936-1937, was authorized by Act of Congress on 27 March 1934. The contract for her building was awarded to the Electric Boat Company of Groton, Connecticut, 4 September 1936 and her keel was laid on 12 May 1937 in their yards at the New London Ship and Engine Works.

SARGO was launched on 6 June 1938 with Mrs. Chester W. Nimitz, wife of (then) Captain Chester W. Nimitz, USN, Assistant Chief of the Bureau of Navigation, Navy Department, Washington, D. C., christening the ship as the official sponsor.

The submarine USS SARGO was placed in commission at New London, Connecticut, on 7 February 1939 with Lieutenant E. E. Yeomans, USN, as her first commanding officer.

After commissioning SARGO left for her shakedown cruise which covered most of the important ports on the eastern seaboard of South America. About the end of May 1939 she headed back toward the United States and arrived at Portsmouth, New Hampshire, for post-shakedown upkeep and repair.

In July of the same year the sub sailed to San Diego, California, via the Panama Canal, and operated in that vicinity for about 10 months after which she went into the Mare Island Navy Yard at San Francisco, California, for overhaul. With overhaul period having ended on 24 November 1940 and after ten days of post-repair trials, SARGO made passage to Pearl Harbor for training operations.

On 3 March 1941, Lieutenant Commander T. D. Jacobs, USN, relieved Lieutenant Commander E. E. Yeomans, USN, as commanding officer of SARGO.

In July 1941, she sailed back to the United States for leave, liberty, and recreation. After ten days of this the sub returned to Pearl Harbor where, after hurried preparations, she shoved off on a so-called practice war patrol which lasted about 40 days in the area between Midway and the Marshall Islands.

Upon her return to the Hawaiian base and after three weeks of refit, she sailed for Manila, Philippine Islands, on 23 October 1941. SARGO arrived in the Philippines about 10 November and was at Manila at the outbreak of World War II.

SARGO left Manila on 8 December 1941 for her first real war patrol which was conducted enroute to Soerabaya, Java, where she arrived on 25 January 1942. No contacts were made and the patrol was considered unsuccessful.

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#45

Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS SCURRY (AM 304)

USS SCURRY (AM 304), a minesweeper of the 185-foot type of 1938-1943, was built by Associated Shipbuilders, Harbor Island, Seattle, Washington. Her keel was laid on 24 May 1943 and the ship was launched on 1 October of the same year.

USS SCURRY was placed in commission on 29 July 1944 with Lieutenant Charles E. Dunston, USN, as her commanding officer. Lieutenant (now Lieutenant Commander) Dunston commanded the ship during her entire World War II career and placed her out of commission in Mid-1946.

Fitting out and trials were completed on schedule in the home waters of the Pacific Northwest and, rigged for sea, the new ship sailed south to fleet operating waters off Southern California for intensive shakedown exercises. After six weeks of conditioning the men and ship for overseas duty, the Captain reported his ship ready to join the fleet.

USS SCURRY sailed for the Pacific war zones on 1 October 1944 and, after 32 days underway, made her first landfall at Eniwetok, Marshall Islands, in early November. SCURRY was classed as a minesweeper but like the rest of her type, she was built to combat enemy submarines and aircraft and in such capacity she was placed on convoy duty. As an escort of convoys, SCURRY covered many thousand ocean miles during her first several months overseas and visited islands and ports widely scattered over the Pacific. These convoy missions took the ship to the Admiralty, Hawaiian, Marshall, Caroline, and Marianas Islands as well as to waters off New Guinea and in the Philippines.

In the course of her travels, her crew was inducted into the "Ancient Order of the Deep" as Shellbacks by Neptunus Rex, and into the "Imperial Domain of the Golden Dragon" by the phenomenon of time and distance. The Equator was crossed for the first time on 11 November 1944, and the International Date Line on 25 October 1944.

The highlights of SCURRY's first year of the war came in two major invasions of 1945 -- Iwo Jima and Okinawa. In both invasions SCURRY was assigned as assault minesweeper with the amphibious forces and operated in close proximity to enemy shore defenses.

At Iwo Jima, she arrived three days before D-Day and swept the waters ahead of the invasion forces. At Okinawa she arrived seven days before the initial landing, for a long period of combat minesweeping and patrol operations.

Participating in the Okinawa operation from 25 March to 20 June 1945, SCURRY swept her first enemy mines in that area on 29 March. On the 22nd of April when attacked by two enemy planes, by her own accuracy and intensity of fire SCURRY splashed one bomber close aboard

X-F 182
.U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

4
11
13
61

HISTORY OF USS SITKA (APA 113)

After numerous delays in reconversion and several postponements of the date of commissioning, USS SITKA (APA 113), named for the city in Alaska, finally became one of the ships of the Navy on 14 March 1945 in the yards of the Waterman Steamship Company, Mobile, Alabama. At 1136 on that date, Captain Charles F.M.S. Quinby, USN, read his orders as the ship's first commanding officer.

USS SITKA, an attack transport ship of 8,393 tons, was built by the Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, in 1944 and was acquired by the Navy on 12 March 1945. She was 492 feet in overall length, 70 feet abeam and had a speed of 18 knots.

After a week in the Alabama Dry Docks in Mobile, the new vessel steamed out for her shakedown cruise in Galveston Bay, Texas, stopping at New Orleans for supplies. However, there was to be little shaking down, for two days after the ship arrived in the shakedown area, she was ordered to report to Newport, Rhode Island, and become a training ship for precommissioning crews in formation at the Newport Naval Training Station. There followed three arduous months of putting out to sea and returning to port, but at the end of that time USS SITKA had trained over 22 ships' crews, many of which ships were to appear later in the Pacific area.

On 23 June 1945, SITKA left Newport and steamed to Norfolk, Virginia, for a brief period of availability and repair. Two weeks later, on 6 July, she said goodbye to the United States with the ship overflowing with several hundred Marines of the 67th replacement draft. Her newly painted bow plunged through the green of the Atlantic toward the Panama Canal and the Pacific beyond. With the war in Europe over, SITKA was anxious to contribute her share to the defeat of the remaining enemy, Japan.

Pearl Harbor was reached on 24 July but, after a very short stay, the ship weighed anchor for Guam in the Marianas Islands, still carrying her load of Marines.

The day that SITKA saw the mountains of the enemy-held island of Rota, 15 August 1945, the news was received over the airways, that Japan had accepted the terms of the Potsdam declaration. The war was over! The SITKA's crew was then at battle stations engaged in firing practice and the great cheer that shattered the air as the Captain announced the great news had hardly died when another arose as the delirious gunners blasted the target overhead into ribbons. It was a wild group of Marines and sailors that entered Guam that day.

With her cargo of Marines discharged, SITKA left Guam on route for Manila, Philippine Islands, where she was to join one of the historic convoys bound for the Occupation of Japan. On 7 September 1945,

X-E 182
.U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

4
11
13
61
#47

HISTORY OF USS SMITH (DD 378)

USS SMITH (DD 378), a 1,480-ton destroyer of the MAHAN Class of 1933, was built by the Naval Shipyard, Mare Island, San Francisco, California, where her keel was laid on 27 October 1934. The ship was launched on 20 February 1936 with Mrs. Yancey S. Williams, wife of Rear Admiral Yancey S. Williams, as the official sponsor.

SMITH was named in honor of the late Lieutenant Joseph Bryand Smith, USN, who was commanding officer of USS CONGRESS, in the absence of the Captain, when CONGRESS was sunk in Hampton Roads by the Confederate ram MERRIMAC on 8 March 1862. Lieutenant Smith lost his life in the engagement.

DD 378 was the second ship of the U.S. Navy so named. The first a coal-burning destroyer, was built during 1908-09 and was decommissioned in 1917.

USS SMITH was placed in commission on 19 September 1936 at the Mare Island Navy Yard, San Francisco, California, with Commander H.L. Grosskopf, USN, as her first commanding officer.

SMITH was in the San Francisco Bay area at the outbreak of the war, 7 December 1941, attached to Destroyer Squadron 5 as a unit of Destroyer Division 9. From that date until April 1942, SMITH performed various escort missions from the continental United States to the Pearl Harbor area, usually in company with other units of Destroyer Squadron 5.

The 7th of April 1942 saw SMITH assigned to Task Force 1, composed of Battleship Division 10. A war patrol and training exercise program was initiated, and aside from short logistics stops at Los Angeles, Seattle, San Francisco, and San Diego, intensive training in gunnery, anti-submarine warfare and tactics were performed. SMITH departed for Pearl Harbor on 1 June. SARATOGA had joined the force on 22 May, as Task Group 1.5, and SMITH had additional training in carrier maneuvers.

On 6 June, SMITH arrived at Pearl Harbor with Task Group 11.1, composed of SARATOGA and miscellaneous units. Immediately upon arrival SMITH was assigned to Task Force 17 under the command of Vice Admiral Marc Mitscher in SARAGOGA. The force engaged in war patrols and training exercises in the Hawaiian area until 13 June, at which time SMITH drydocked and underwent a tender overhaul alongside BLACK HAWK and DIXIE at Pearl Harbor. On 7 July, the destroyer became a unit of the ocean escort for a convoy to San Francisco and departed Pearl Harbor in company with MAHAN and six miscellaneous ships.

X-E 183
.U5

#48

Office of Naval Records and History
Ships' Histories Section
Navy Department

4

HISTORY OF USS SPEARFISH (SS 190)

USS SPEARFISH (SS 190). a 1,460-ton submarine of the "S" Type of 1936-1937, was built by the Electric Boat Company of Groton, Connecticu Her keel was laid on 9 September 1937 and the sub was launched on 29 October 1938 with Mrs. L. Y. Spear, wife of the Vice-President of the Electric Boat Company, as the official sponsor.

SPEARFISH was placed in commission on 17 July 1939 at the Submarine Base, New London, Connecticut, with Lieutenant C. E. Tolman, USN, as her first commanding officer.

After fitting out and shakedown exercises in Atlantic waters, SPEARFISH sailed for the Pacific on 1 April 1940 and arrived at Pearl Harbor on the 9th. Through the remainder of 1940 and the greater part of 1941 SPEARFISH engaged in routine peacetime operations in Pacific waters.

On 17 January 1941, Lieutenant R. F. Pryce, USN, relieved Lieutenant Commander Tolman as commanding officer of SPEARFISH.

The 23rd of October 1941 found the submarine enroute to Manila, Philippine Islands and, after her arrival on 8 November, she conducted training operations in the Manila area. She was at Manila on 7 December 1941 at the time of the treacherous Japanese attack on Pearl Harbor and the following day got underway on her first war patrol.

From Manila Bay, SPEARFISH patrolled in the South China Sea off the coast of French Indo-China near Saigon and Camranh Bay and participate in resistance to the Japanese invasion of Tarakan and Balikpapan. She ended her first war patrol on 29 January 1942 when she moored at Sourabaya, Java. She remained there, undergoing refit, until 7 February 1942. With assistance of Dutch shipyard personnel, the sub's own force accomplished the repairs necessary for her next war patrol.

The second patrol of SPEARFISH was of one month's duration; from 7 February to 7 March 1942. As a unit of the Submarine Force, Asiatic Fleet, she patrolled in the Java Sea and Flores Sea areas. In these areas she made a torpedo attack on two enemy cruiser task forces but they proved unsuccessful. On 2 March, SPEARFISH put into Tjilatjap, Java, and took aboard twelve staff members of Submarines, Asiatic Fleet for transportation to Australia.

On the same date, 2 March 1942, Lieutenant J. C. Dempsey, Jr., USN, relieved Lieutenant R. F. Pryce, USN, as commanding officer of SPEARFISH.

SPEARFISH was the last United States ship to leave Tjilatjap ahead of the Japanese invasion forces and on 7 March arrived at Fremantle, Australia, to end her second war patrol. She remained at that port

X-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

#49

HISTORY OF USS STANLY (DD 478)

The destroyer USS STANLY (DD 478) was built at the Charleston Navy Yard, Charleston, South Carolina, where her keel was laid on 21 December 1942. Launched on 2 May 1942, USS STANLY was sponsored by Mrs. John Traenor of Los Angeles, Califonia. The ship was named after her great-granduncle, the late Rear Admiral Fabius Stanly, USN.

Rear Admiral Stanly distinguished himself by numerous acts of outstanding bravery during both the Mexican War and the Civil War. During the Mexican War he served in the Pacific; took part in the capture of California and defense of San Francisco; had a part in the capture of Guaymas; led the advance in storming Fort Cachori; commanded the expedition against Fort Bacoch Vampa - took the fort by storm, leading the charge; was in command of the night expedition to spike a battery of guns on its way to Guaymas; with 30 men he passed through the enemy's lines, consisting of 1,500 men, spiked the the guns, and fought his way 12 miles back to the boats bringing off the wounded and prisoners. In the battle of Trois, he commanded the center division. In this action he had one man killed and 23 badly wounded out of 25. The next day he was in action again, commanding the artillery at the village of Trois. In frequent skirmishes with the enemy about Mazatlan he engaged in a hand-to-hand contest in which he received a lance wound in the breast. Born in North Carolina on 15 December 1815, and appointed midshipman in 1831, Admiral Stanly died in Washington in September 1882.

Commissioned on 15 October 1942, USS STANLY was first commanded by Commander James M. Robinson, USN. Originally designed as one of a small group of aircraft-carrying destroyers, STANLY had a plane catapult abaft her stacks with stowage space for bombs and gasoline.

Following her shakedown cruise to Guantanamo Bay, Cuba, STANLY underwent her first alteration during the post-shakedown yard availability. The aircraft catapult came off and two more five-inch guns were installed. Another set of torpedo tubes was placed on the fantail.

The first of the year 1943 also brought a new commanding officer as Commander Robert W. Cavanaugh, USN, relieved Commander J.M. Robinson.

After a few test firing runs in the Atlantic, STANLY got underway for the Pacific by way of the Panama Canal. Operations around Long Beach lasted until the ship got underway from the West Coast on 17 March 1943. To the crew, it seemed as though STANLY did nothing on the way to Pearl Harbor but make practice torpedo runs on the cruiser SANTA FE, although numerous other evolutions were conducted. Two more 40-mm mounts were installed at Pearl Harbor

X-E 188
.U5

Office of Naval Records and History
Ships' Histories Section
Navy Department

4

HISTORY OF USS WATERMAN (DE 740)

The destroyer escort USS WATERMAN was built by the Western Pipe and Steel Company at San Pedro, California, where her keel was laid on 24 February 1943. Launched on 20 June 1943, the ship was sponsored by Mrs. June M. Waterman, wife of Andrew Kenneth Waterman, aviation machinist mate first class. Waterman was killed in the Philippines on 27 December 1941, while serving as plane captain and waist gunner of a Catalina patrol bomber in action against Jap naval forces. He was awarded the Navy Cross posthumously for extraordinary heroism and courage during the engagement, in which he shot down one Japanese plane.

USS WATERMAN was commissioned on 30 November 1943, with Lieutenant Commander W.B. Hinds, USNR, as her first commanding officer. The ship completed final checks and completion of building at San Pedro until 19 December, when she departed for her shakedown cruise in the San Diego Area. Following her post shakedown availability, WATERMAN departed San Pedro for Pearl Harbor on 12 February 1944. Steaming independently, the ship arrived at Pearl Harbor on 18 February for further training in anti-submarine warfare and gunnery practice.

On 6 March 1944, WATERMAN commenced her duties with Task Force 16 (Service Force Pacific) as an escort screening USS NASSAU (CVE 16) on a voyage to the various islands of the Marshalls and Gilberts and return to Pearl Harbor. This assignment included stops at Kwajalein, Majuro, Tarawa and Makin Islands.

Continuing her escort missions, WATERMAN in company with USS BOWERS (DE 637), and a convoy of merchant tankers, departed from Pearl Harbor on 9 April 1944. The ships arrived at Majuro Atoll in the Marshalls on 16 April. From this fleet anchorage, WATERMAN continued operations until June, escorting merchant tankers to the 180th Meridian and returning to Majuro for further assignments. Roi and Kwajalein were also visited during this period.

On 1 June 1944, WATERMAN joined Task Group 50.17, the Fleet Service Group with which she operated for the great majority of her war service thereafter. The Fleet Service Group was made up of fleet oilers, fleet tugs, ammunition ships, supply ships, escort carriers, transports, destroyers and destroyer escorts. It was the function of this group to rendezvous with fleet units at sea (primarily fast carrier groups) and service them. The services included fuel, replacement planes, towing service, mail, personnel, ammunition, provisions, movies and anything else the fleet could use. This service made it possible for the fleet to make repeated strikes against Japanese forces without returning to advance bases.

X-E 182
.U5

#51

Office of Naval Records and History
Ships' Histories Section
Navy Department

4 W 13 51

HISTORY OF USS WILKES-BARRE (CL 103)

On 24 December 1943 the city of Wilkes-Barre (pop. 73,830), hub of the coal mining industry in northeastern Pennsylvania, took to the sea in the form of a brand new CLEVELAND Class cruiser. Climaxing the Christmas Eve launching ceremony at the Camden, New Jersey, yards of the New York Shipbuilding Company, where she had been a year in building, the 10,000-ton USS WILKES-BARRE was christened by Mrs. Grace Shoemaker Miner, wife of a Wilkes-Barre doctor.

Captain Robert L. Porter, Jr., USN, assumed command when WILKES-BARRE was placed in commission at the Philadelphia Navy Yard on 1 July 1944. His newly assembled crew worked diligently for the next several weeks to learn the "Lethal Lady's" secrets as she completed fitting out and readying for sea.

Training enroute, WILKES-BARRE steamed south to the Panama Canal; upon arrival on 27 October she reported for duty to commander-in-Chief Pacific Fleet. She transitted the locks and went up-coast to San Diego, California, where a few days were spent loading stores and provisions. Her guns fired practice shore bombardment off San Clemente Island 8-9 November, and on the 10th she again got underway.

Pearl Harbor was reached on 17 November. WILKES-BARRE conducted exercises in the Hawaiian Operating Area during the periods 19-24 November and 2-3 December, and left Oahu in her wake 4 December. She reached Ulithi Atoll, the fleet's new base in the Western Carolines, on 14 December 1944.

At Ulithi, USS WILKES-BARRE became a unit of Cruiser Division SEVENTEEN, whose commander, Rear Admiral J. Cary Jones, USN, flew his flag in USS PASADENA (CL 65). From then on her career paralleled the history made in the Pacific by the raiders of Task Forces 38 and 58, powerful striking arms of the THIRD and FIFTH Fleets.

War began in earnest for WILKES-BARRE when she sortied from Ulithi on 30 December 1944, a designated support unit for the carriers of Task Group 38.2. Famed, fast Task Force 38, the epitome of seapower, was soon arrayed off the Philippine Islands and hitting hard.

Navy Squadrons struck Formosa and the southern Ryukyus 3-4 January, but adverse weather conditions prompted the carriers to move southward to Luzon, where strikes were delivered 6-7 January. WILKES-BARRE fueled at sea, and stood by with guns primed as her charges launched and recovered. Formosa was again hit on 9 January.

X-E 182
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Ships' Histories Section
Navy Department

#52

4

HISTORY OF USS SUNFISH (SS 281)

USS SUNFISH, a 1,525-ton submarine constructed under the emergency program of 1940-1941, was built by the Mare Island Naval Shipyard, Mare Island, California, where her keel was laid on 25 September 1941.

When World War II began with the Japanese attack on Pearl Harbor in December 1941, SUNFISH was about half completed and the work which had begun as a routine task was immediately stepped up in tempo.

The submarine was christened "SUNFISH" following the Navy tradition of naming underseas craft after fish or other denizens of the deep and, at the launching ceremonies on 2 May 1942, Mrs. J.W. Fowler, wife of Captain J.W. Fowler, USN, Captain of the Mare Island Yard, was the ship's official sponsor.

Two months later, with all gear installed and the submarine ready for sea, SUNFISH was placed in commission with Commander R.W. Peterson, USN, as her first commanding officer.

SUNFISH began her shakedown cruise on 25 September 1942, just one year after her keel was laid. The 312-foot craft ploughed down the rough Pacific seaboard until she reached the calmer waters off San Diego where the sub and her crew underwent intensive testing and training exercises.

After shakedown SUNFISH returned to San Francisco for availability after which, on 26 October 1942, she slipped out through the Golden Gate and set course for Pearl Harbor.

Upon arrival in Hawaii she reported for duty and on 23 November left the submarine base there on her first war patrol. Setting her course north-northwest, SUNFISH sailed surreptitiously to the very coastline of Japan's principal home islands, HONSHU and Hokkaido. No torpedo attacks were made during this patrol but two mine fields were planted.

After a refit period at Midway Island, SUNFISH departed for the East China Sea, 4 February 1943, on her second war patrol. This patrol resulted in the sinking of two enemy ships with damage to a third. Both of the Jap ships which were sunk were freighters of 5,478 and 6,662 tons while the vessel damaged was a 16,975-ton transport.

Office of Naval Records and History
Ships' Histories Section
Navy Department

#153

X-E 188

Alphabetical list of Ships' Histories available for general distribution as of 10 January 1952. (Note: Unless otherwise indicated, each ship is a United States Navy ship -- "USS")

AARON WARD	(DD 483)	ASHLAND	(LSD 1)
AARON WARD	(DM 34)	ASTORIA	(CA 34)
ABBOT	(DD 629)	ASTORIA	(CL 90)
ABILENE	(PF 58)	ATASCOSA	(AO 86)
ABNER READ	(DD 526)	ATHENE	(AKA 22)
ABSD 2		ATLANTA	(CL 104)
ACHERNAR	(AKA 53)	ATLANTA	(CL 51)
AGENOR	(ARL 3)	ATLAS	(ARL 7)
ALABAMA	(BB 60)	ATR 25	
ALASKA	(CB 1)	AUBURN	(AGC 10)
ALBACORE	(SS 218)	AUDRAIN	(APA 59)
ALBANY	(CA 123)	AUGUSTA	(CA 31)
ALBEMARLE	(AV 5)	AURELIA	(AKA 23)
ALBERT T. HARRIS	(DE 447)		
ALBERT W. GRANT	(DD 649)	BACHE	(DD 470)
ALCYONE	(AKA 7)	BADOENG STRAIT	(CVE 116)
ALDEBARAN	(AF 10)	BAGLEY	(DD 386)
ALFRED A. CUNNINGHAM	(DD 752)	BAHAM	(AG 71)
ALGER	(DE 101)	BAILEY	(DD 492)
ALGORAB	(AKA 8)	BAIROKO	(CVE 115)
ALLEN M. SUMNER	(DL 692)	BAKER	(DE 190)
ALSHAIN	(AKA 55)	BALTIMORE	(CA 68)
AMERICAN LEGION	(APA 17)	BALCH	(DD 363)
AMMEN	(DD 527)	BANCROFT	(DD 598)
AMSTERDAM	(CL 101)	BANG	(SS 385)
ANCON	(AGC 4)	BANGOR	(PF 16)
ANDERSON	(DD 411)	BARB	(SS 220)
ANGLER	(SS 240)	BARNES	(CVE 20)
ANTHONY	(DD 71)	BARNETT	(APA 5)
ANTIETAM	(CV 36)	BARON	(DE 166)
ANZIO	(CVE 57)	BARTON	(DD 722)
APOGON	(SS 308)	BATAAN	(CVL 29)
APPALACHIAN	(AGC 1)	BEALE	(DD 471)
ARCADIA	(AD 23)	BEAR	(AG 29)
ARD 29		BEARSS	(DD 654)
ARGONAUT	(SS 475)	BEATTY	(DD 756)
ARGONNE	(AG 31)	BEAUFORT	(PF 59)
ARIEL	(AF 22	BEAUMONT	(PG 60)
ARISTAEUS	(ARB 1)	BEAVER	(ARG 19)
ARIZONA	(BB 39)	BEBAS	(DE 10)
ARKANSAS	(BB 33)	BELL	(DD 587)
ARNEB	(APA 56)	BELLATRIX	(AKA 3)
ASHEVILLE	(PF 1)	BELLEAU WOOD	(CVL 24)

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#154

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Ships' Histories Section
Navy Department

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52

HISTORY OF USS AMBER JACK (SS 219)

USS AMBER JACK (SS 219) was one of the 73 fleet-type submarines of the GATO Class authorized under the 1940 shipbuilding program and was constructed at the Electric Boat Company, New London, Connecticut. Displacing 1,525 tons, she was 307 feet in length with a beam of 27 feet and a draft of 14 feet. The submarine was armed with one 3-inch anti-sircraft gun, two anti-aircraft machine guns and had 10 21-inch torpedo tubes -- six at the bow and four at the stern. AMBER JACK had a rated surface speed of 21 knots.

The keel of AMBER JACK was laid down on 15 May 1941, and the submarine was launched on 6 March 1942, with Mrs. Randall Jacobs, wife of Rear Admiral Randall Jacobs, USN, Chief of Naval Personnel, as sponsor.

USS AMBER JACK was the first vessel so named and was named for either of two fishes, seriola dumerili of the Mediterranean, tropical Atlantic and West Indies, and seriola lalandi of the Atlantic coast of America from New Jersey to Brazil.

The submarine USS AMBER JACK (SS 219) was commissioned on 19 June 1942. Destined for Pacific duty, she left New London, Connecticut, on 3 August after a brief shakedown. AMBER JACK was lost on her third war patrol somewhere off the coast of New Britain in the Southwest Pacific.

Exactly one month from the date the AMBER JACK left New London she departed from Pearl Harbor on her first war patrol. This patrol lasted a period of 57 days, 3 September to 30 October 1942., and it produced some noteworthy results. For the submarine sank the 19,000 ton Jap ship TONAN MARU, a 5,000 ton transport, and a 4,000-ton cargo ship and damaged another large transport and a 7,000-ton cargo ship. In addition, on this patrol AMBER JACK delivered 9,000 gallons of aviation gas, two hundred 100-pound bombs, and a number of Army Air Forces pilots to our hard-pressed forces on Tulagi, just off the coast of Guadalcanal.

During the first patrol of AMBER JACK she conducted a reconnaissance of Tauu, Kilinailau, Greenwich, and Ocean Islands. While making a study of these islands, she ran across considerable Jap shipping. Her eighth contact with a Jap ship came near sunset on 7 October. Lining up her target AMBER JACK fired a spread of three torpedoes and scored a hit on the Jap cargo vessel. But the Jap was only damaged and still maintained her course. AMBER JACK surfaced and started in hot pursuit. The Jap ship started to zig-zag, while AMBER JACK followed as best she could. Finally, just before 2000 she had closed the range somewhat and fired another torpedo at her target which was then more than two miles away. After an agonizing wait of over five minutes the submarine saw an explosion, and then the ship's bow swung up in the air and sank.

X-E 182
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Ships' Histories Section
Navy Department

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HISTORY OF USS CACHE (AO 67)

USS CACHE was built by the Sun Shipbuilding Company, Chester, Pennsylvania. Her keel was laid on 25 May 1942 and she was launched on 7 September 1942. At the launching she was christened the SS STILL WATER. However, on 28 September she was acquired by the Navy and renamed USS CACHE.

USS CACHE was named for a river in the state of Arkansas.

USS CACHE was commissioned following a conversion overhaul at the Maryland Shipbuilding and Drydock Company on 3 November 1942. Lieutenant Commander P. Anderson, USNR, was her first commanding officer. The remainder of November was spent in the Chesapeake Bay area undergoing shakedown cruise. Here the crew was welded into a close working team during the many wartime drills held. Among the many drills held, fueling at sea was given priority.

Only a sailor can appreciate the expert seamanship that it takes to execute this difficult maneuver. However, as the war progressed, many sailors from all types of ships were to appreciate the welcome sight of the fleet tanker, CACHE, as she appeared over the horizon with her booms all rigged and ready to give any U. S. ship the transfusion of fuel that was so badly needed. Months of continuous high speed steaming by the FIFTH and THIRD Fleets kept all tankers, as well as CACHE, busy.

On 11 December CACHE got underway for Beaumont, Texas where she was to take on her first load of fuel for the U. S. Navy. She arrived on the 17th and completed loading by the 18th. She stood out for Norfolk, Virginia the same day, arriving on 24 December, where she remained for the Christmas holidays.

On 4 January 1943 CACHE stood out of Norfolk enroute to Baytown, Texas where she arrived on the 9th. She returned to Norfolk on the 16th where she unloaded her cargo. She stood out to sea on 21 January for more fueling at sea exercises before getting underway for Beaumont, Texas again on the 24th. She arrived there on the 29th and stood out for Norfolk again on 1 February. She arrived at Norfolk on 6 February, unloaded her cargo and got underway for Argentia, Newfoundland on 12 February. She started her return voyage on the 22nd and arrived on the 25th.

On arrival at Norfolk, CACHE entered the Navy Yard for general overhaul and repairs. She was drydocked on the 28th for routine hull inspection. She left the Navy Yard on 19 March enroute to Baytown, Texas. Arriving in Baytown on 25 March, she loaded and was again underway on the 29th, this time for Panama.

X-E 182
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THE STORY OF USS CONSTITUTION

Because of the unsettled condition of the Union and the deplorable state of our finances following the Revolutionary War, it was impossible then to consider the problem of National defense. The old Continental Navy was sold or disposed of. At the outbreak of war between France and Great Britain in 1793, the United States faced a grave situation; for both countries persisted in interfering with our neutral merchant ships, while each sought our alliance against the other. To maintain our neutrality without an armed naval force was an impossibility. The situation with the Barbary priates was likewise menacing, as they were demanding yearly tribute from us for non-interference with our commerce.

Decidedly were we in need of a naval armament. In 1794, five years after the adoption of the Constitution and the beginning of our government, Congress passed an act authorizing the building or purchase of six war vessels.

One of the first three ships built under this act was the CONSTITUTION, named for the great bulwark of our government. Mr. Joshua Humpherys, a talented shipbuilder of Philadelphia, was the designer. He reasoned that the number of ships the United States could support would be far less than the number owned by European countries and therefore our ships would need to be just so much faster and better. He combined the best features of the French and English ships, and the excellence of his design is proved by the beauty, strength and intrepidity of the CONSTITUTION.

The CONSTITUTION was built longer and broader than the existing type of frigate, and higer out of water. Her length over all was 204 feet and her breadth of beam, 45 feet 2 inches. Her displacement was 2,250 tons. She was heavily ballasted, and designed to carry a large supply of powder and solid shot; her wooden tanks and casks held 48,600 gallons of fresh water and there was storage room for six months' provisions for a crew of 475 officers and men. Her length and stability allowed for a vast spread of canvas and great speed, so that she could always lead ahead and was never forced to go into action but on her own terms, except in a calm. Her log book of 1809 shows a speed of 12½ knots an hour.

The live oak, red cedar, white oak, pitch pine, and locust, of which she was constructed, came from states ranging from Maine to South Carolina and Georgia. The heavier part of her original battery came from Maryland and Connecticut. Truly she was a National ship, reared from the strongest and best of our virgin forests. No other nation used live oak in shipbuilding. Today only about fifteen per cent of the original ship exists; all the rest has been restored at various times, but it is the live oak, forming the backbone of the ship, which has virtually kept it together and made it possible to restore and rebuilt it.

-E 188
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Office of Naval Records and History
Ships' Histories Section
Navy Department

4
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52
#157

HISTORY OF USS DAVIS (DD 395)

USS DAVIS was built by the Bath Iron Works Corporation, Bath, Maine. Her keel was laid on 28 July 1936 and she slid down the ways into the Kenebec River on 30 July 1938. Miss Elizabeth Davis of Jamestown, Rhode Island, christened the new destroyer in honor of her grandfather, Rear Admiral Charles Henry Davis, U. S. Navy. More than 8,000 spectators were present at the launching of DAVIS, the second 1,350-ton first line destroyer to be built by the Bath Iron Works Corporation.

Rear Admiral Charles Henry Davis, USN, was born in Boston, Massachusetts, in 1807. He was appointed midshipman in 1823. Among his many accomplishments are coast survey work, the writing of books on tides and currents of the ocean, and translation of other works on that subject. In the Civil War he was fleet Captain in DuPont's expedition against Port Royal, South Carolina. He was flag officer at the naval engagements at Fort Pillow and at Memphis in 1862. In these engagements the Confederate ironclad fleet was destroyed. He was also with Farragut at Vicksburg and successfully cooperated with General Curtis in the Yazoo engagement in 1862.

USS DAVIS (DD 395) was the third ship of the name. The first was Torpedo boat number 12, built by Wolf and Zwicker of Portland, Oregon, in 1896 and sold in 1920.

The second was Destroyer number 65 which was built by the Bath Iron Works Corporation and launched at Bath, Maine on 15 August 1916. Destroyer number 65 was scrapped in 1934.

USS DAVIS (DD 395) was placed in commission on 9 November 1938 at the Boston Navy Yard. Commander T. DeWitt Carr, USN, was her first commanding officer.

DAVIS commenced her shakedown cruise on 21 December 1938 when she sailed for Newport, Rhode Island, arriving on 22 December. From there she steamed to Washington, D. C., where she spent Christmas and New Year's Day. She steamed on to Norfolk, Virginia and on 4 January 1939, sailed for Hamilton, Bermuda, B.W.I.

The next port of call was Bridgetown, Barbados where she spent four days. DAVIS stood out of Bridgetown for Buenos Aires, Argentina where her sailors found out what was meant by "Rolling down to Rio". All "Pollywogs" were duly initiated upon crossing the Equator enroute to Rio de Janeiro. Upon reaching Rio, DAVIS met with a celebration there that would almost serve as a duplicate for the Mardi Gras. Rio was the last stop south of the Equator as DAVIS sailed for Guantanamo Bay, Cuba. She paused there and then sailed for Boston, Massachusetts. From Boston she

X-E 182
.05

Office of Naval Records and History
Ships' Histories Section
Navy Department

4
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#38

HISTORY OF USS DIXIE (AD 14)

Built by the New York Shipbuilding Company, Camden, New Jersey, USS DIXIE was designed as the most up-to-date destroyer tender afloat. She was authorized by an Act of Congress on 30 July 1937 and her keel was laid on 17 March 1938. She was launched on 27 May 1939 by Mrs. Andrew Calhoun Pickens, the wife of Rear Admiral Pickens (Deceased), amidst the cheers of some 5,000 spectators while a band played "DIXIE". (AD 14) is the second ship of the name.

The name "DIXIE" originated back in slavery days in the deep south when the Citizens Bank of Louisiana issued a ten dollar bank note bearing the French word "Dix". The Dix notes were soon called "Dixies", and Louisiana became known as Dixieland. As the notes spread throughout the southern states the name Dixieland became the pseudonym of the south.

The first DIXIE, the ex-SS EL RIO, was purchased by the Government on 15 April 1898 and served during the Spanish-American War and until September 1914, as an auxilliary cruiser. She was then converted to a destroyer tender and served in that capacity during World War I. She served in the Caribbean area and also at Queenstown, Ireland, where she flew the flag of Vice Admiral Sims, then Commander of the U.S. Naval Forces in European waters. She was sold in September 1922.

USS DIXIE (AD 14) was placed in full commission on 25 April 1940 at the Philadelphia Navy Yard. At the time of her commissioning, her equipment was considered the finest ever installed on any tender as a modern ship, capable of making almost any repair to a destroyer, she was fully and completely equipped. As new fields developed DIXIE's repair facilities also developed to meet the demand. Her by word was that "she could make any part for a ship."

Among her many shops are a boat shop, the canvas shop, the carpenter and pattern shop, the electrical shop, the machine shop, the optical shop, the torpedo shop, the blacksmith shop, the boiler shop, the foundry, and the sheet metal shop.

From original pigs of iron, castings may be made in her foundry, then machined to the finest precision, and finally fitted into place on the various ships when needed. Forgings can be made and weldings and lathe work of every description are an every day occurrence in DIXIE. Certain of the instrument shops are air conditioned in accordance with the best practices found in shops ashore. The optical shop is capable of repairing the largest range finder down to the finest watches, chronometers, and fire control instruments. These facilities, with their skilled artists, fit into the general plan and make possible the best destroyer services afloat.

N-E 188
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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#59

HISTORY OF USS DOYLE (DMS 34, ex DD

Destined to fill a dual role in World War II, USS DOYLE fought as a destroyer, and then helped in the clean up and occupation as a high speed minelayer. The ship was built by the Seattle-Tacoma Ship Building Corporation at Seattle, Washington, where her keel was laid on 26 May 1941. Launched on 17 March 1942, the ship was sponsored by Mrs. C M. Maloney, wife of Chief Gunner C. M. Maloney, USN. The workers at the ship building yard thus fulfilled their promise of having the ship ready for launching by St. Patrick's Day.

USS DOYLE was named after Quarter Gunner Richard Doyle, USN, who entered the Navy on board the United States Schooner, ENTERPRIZE at Malta on 25 August 1803, as a seaman. On 14 November 1803, he was promoted to Quarter Gunner. Doyle volunteered and took part in the expedition under Lieutenant Stephen Decatur, Jr., commanding the United States Ketch INTREPID, which entered the harbor at Tripoli on 16 February 1804, and destroyed the former U. S. Frigate PHILADELPHIA. Transferred to the U. S. Frigate JOHN ADAMS, on 20 September 1804, Doyle returned to the United States and on 4 March 1805, he was transferred to the hospital at New York. No subsequent record has been found

USS DOYLE was commissioned on 27 January 1943, with Lieutenant Commander C. E Boyd, USN, assuming duties as the first commanding officer

Fitting out and readiness for sea preparations were completed in the Puget Sound area along with calibrations and deperming. DOYLE got underway from Seattle, Washington on 15 February for a thorough-going shakedown cruise in the San Diego area. The routine of constant drills was interrupted on 5 March with the real thing when submarine contact was developed and several patterns of depth charges were dropped before the contact was lost.

Completing her shakedown exercises on 28 March, DOYLE stood out of San Diego on 28 March 1943, and moored at the Puget Sound Navy Yard at Bremerton on 30 March for a post shakedown overhaul. Completing her overhaul, the ship steamed through the Straits of Juan de Fuca on 11 April 1943 and moored at San Diego on the 13th. Continuing down the coast, DOYLE arrived at Balboa, Canal Zone on 21 April. Upon transiting the Panama Canal, the ship reported for duty with the Atlantic Fleet, and proceeded to the Navy Yard at Brooklyn, New York, arriving on 26 April 1943. Yard availability and training exercises in the New York area continued until 14 May, when DOYLE got underway with Task Force 66 as an escort. The ships of the convoy arrived safely at Casablanca, French Morocco on 1 June 1943. The only incidents on the voyage were a boarding party from DOYLE sent aboard a ship to investigate

X-E 182

Office of Naval Records and History
Ships' Histories Section
Navy Department

4

HISTORY OF USS DULUTH (CL 87)

USS DULUTH was built by the Newport News Ship Building and Dry Dock Company, Newport News, Virginia. Her keel was laid on 9 November 1942 and she was launched on 13 January 1944. Mrs. Edward H. Hatch, wife of the mayor of Duluth, Minnesota, served as the ship's sponsor.

USS DULUTH was placed in commission on 18 September 1944. Captain D.R. Osborn, Jr., assumed command as her first commanding officer.

USS DULUTH held her shakedown cruise in the Chesapeake Bay area and on 25 October sailed for Trinidad, B.W.I., to complete her training. On 29 October she anchored off Port of Spain, Trinidad and spent nearly a month operating in the Gulf of Paria firing gunnery exercises, conducting battle problems, and holding drills. Full power and acceptance trials were conducted enroute from Gulf of Paria to Culebra.

Shortly after completion of the full power run the main bearings of # 3 turbine became so overheated that the turbine was stopped. Only by quick action on the part of Commander John Rees, the Chief Engineer, was this turbine saved. The ship completed nearly the remainder of the voyage to Norfolk on the remaining three shafts. Shortly before entering Chesapeake Bay, the engineers had repaired the burned out bearing which were of faulty design, the babbitt being too thin and later, on post-shakedown availability, all turbine bearings were renewed.

On 19 November, a shore bombardment mission was executed off Culebra Island and, later in the day, DULUTH sailed for San Juan, Puerto Rico to refuel the destroyers in her group. She stood out to sea at 1600 the same day enroute to Norfolk, Virginia. By 0400 on 21 November, the wind and sea started rising and a gale was soon blowing from the west necessitating gradual reduction in speed to 12 knots toward evening. No change in weather conditions had occured by 22 November and the wind had increased to 60 knots.

Speed had been reduced to 10 knots. At 0500 heavy seas carried away the port motor-whale boat. The sea was still rough by 0800 but the gale was gradually blowing out. By 1620 speed had been increased to 16 knots and at 1910 DULUTH was approaching the entrance to Chesapeake Bay.

Commander Operational Training Command, U. S. Atlantic Fleet came aboard on 23 November to conduct a readiness for sea inspection and battle problems which were conducted in port and at sea

A-E 183
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS EDISON (DD 439)

USS EDISON was built by the Federal Ship Building and Dry Dock Company, Kearny, New Jersey. Her keel was laid on 18 March 1940 and she was launched on 23 November 1940. Mrs. Thomas Alva Edison, widow of the ship's namesake, Inventor Thomas Alva Edison, served as sponsor.

USS EDISON was commissioned on 31 January 1941. Lieutenant Commander A. C. Murdaugh, USN, reported as her first commanding officer.

EDISON arrived at Norfolk, Virginia on 3 March 1941. She departed for Guantanamo Bay, Cuba for her shakedown cruise on 5 March. On 15 March she put in at Port au Prince, B.W.I., and got underway on the 17th for Charleston, South Carolina. On 28 March she got underway for New York, arriving on 31 March. She remained there until 12 May 1941, undergoing repairs on engineering casualties which were discovered, during her shakedown. On 12 May, she stood out for Norfolk again, arriving there on the 14th, and returned to New York on the 18th. EDISON got underway for Norfolk again on the 29th and arrived at Hampton Roads, Virginia the following day On 31 May, the ship set course for Bermuda, arriving on 2 June.

With shakedown over, DD 439 continued to operate along the East Coast of the United States until 31 October 1941, when she stood out of Casco Bay, Maine enroute to Argentia, Newfoundland, arriving at that northern outpost on 2 November. She stood out on 2 November for Reykjavik, arriving there on 6 November. She returned to Argentia on 21 November and sailed for Boston, Massachusetts the following day. In Boston she refueled and sailed for Argentia again on 2 December. She made the return voyage to Boston, arriving on 28 December

EDISON remained in Boston over the Christmas and New Year holidays and then sailed for Casco Bay, arriving on 5 January 1942. Training exercises were held in that area until 11 January when she sailed for Bermuda, arriving on the 14th.

She sailed for Argentia again, arriving there on 28 January and sailing for Reykjavik, Iceland on 1 February. She arrived on 12 February and departed for Halifax, Nova Scotia on 16 February. USS EDISON continued escort duties to United Kingdom ports until 22 August 1942. She touched ports at Argentia, Newfoundland; Londonderry, Ireland; Boston; New York, Norfolk; Halifax, Nova Scotia; Canal Zone; Moville, Ireland; Greencok, Scotland, and back to New York via Halifax, Nova Scotia.

NF 188
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Ships' Histories Section
Navy Department

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2
12
57

HISTORY OF USS ELLYSON (DMS 19 ex-DD 454)

A veteran of three theaters of operations, USS ELLYSON (DD 454), nicknamed "Elly Mae" by her proud crew, began her career at the Federal Shipbuilding and Dry Docking Company, Kearny, New Jersey, where her keel was laid on 2 December 1940. Named for Commander Theodore Gordon Ellyson, the new destroyer was launched on 25 July 1941, with Miss Vordon Ellyson, daughter of the ship's namesake, acting as official sponsor. Commander J. B. Rooney, USN, became ELLYSON's first Commanding Officer upon commissioning on 28 November 1941.

Commander Ellyson, the first Naval officer to qualify as an airplane pilot, was one of the most distinguished pioneers of U. S. Naval Aviation. Five years after his graduation from the U. S. Naval Academy in 1905, Commander Ellyson was ordered to Los Angeles, California, for instruction in aviation under Mr. Glenn Curtis, who offered to train a pilot for the Navy free of charge. Henceforth, the Navy's new pilot became a vigorous advocate of Naval Aviation. Aside from a three year sojourn with a Submarine Chaser squadron during World War I and destroyer commands until 1921, Commander Ellyson was actively engaged in furthering the Naval air arm. Unfortunately, his career was cut short on 27 February 1938, his forty-third birthday, when he was killed in an airplane crash, while on a routine flight from Norfolk, Virginia to Annapolis, Maryland.

On 4 January 1942, ELLYSON steamed out of New York in a heavy snowstorm for the Chesapeake Bay for six months of intensive training and patrol duty along the sub-infested Atlantic coast. These first patrols saw the "Elly Mae" protecting allied shipping from Halifax to the West Indies and the Panama Canal. Just ten days after feeling the first surge of power in her engines, ELLYSON sighted a life-boat and the sinking hulk of the Norwegian steamer HORNESS, and was able to rescue twenty-four officers and men, all that were left of another submarine sinking.

It was during this six month's period that ELLYSON was a workhorse escort for the ships then preparing for and departing to make history like HORNET, WASP, RANGER, IOWA, WASHINGTON, SOUTH DAKOTA, ALABAMA, JUNEAU, AUGUSTA, TUSCALOOSA, CLEVELAND, and HMS DUKE of YORK.

On 15 June 1942, in Argentia, Newfoundland, Commander J. L. Holloway, USN, broke the broad command pennant of Commander Destroyer Squadron 10 in ELLYSON, and she was to remain a flagship for the remainder of the war. Consisting of HAMBLETON, RODMAN, EMMONS, MACOMB, FORREST, FITCH, HOBSON, and CORRY, Destroyer Squadron 10 was to become known as sharpshooters.

X-E 188
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#163

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Ships' Historics Section
Navy Department

HISTORY OF USS GWIN (DD 433)

In earning her five Battle Stars, USS GWIN (DD 433) gained high praise from all her superiors and the gratitude of the American people. She lived up to the accomplishments of her namesake in every respect. GWIN played an important role in stopping the Japanese advance to the South Pacific and later, when the offensive began, was again in the front line, stopping the Japanese resupply ships. GWIN was fighting a night battle against the "Tokyo Express" when she was torpedoed.

The first USS GWIN was a torpedo boat authorized by Congress in 1896. Built by the Hereshoff Manufacturing Company at Bristol, Rhode Island, her keel was laid on 14 April 1897. She was launched on 15 November 1897 and designated as Torpedo Boat # 16. Commissioned on 4 April 1898, she served on the North Atlantic Station from March 1898 to December 1900. In 1901 the ship served at the U. S. Naval Academy, for giving instruction to the midshipmen in torpedo practice and ship handling. In April 1918, her name was changed to CYANE (YFB 4), and she was used as a ferryboat for the FIRST Naval District. She was stricken from the Navy list on 30 April 1925.

On 21 June 1917 the keel was laid for the second USS GWIN at the Seattle Construction and Drydock Company yards. She was launched on 22 December 1917 and christened by Mrs. J. S. Woods, wife of Lieutenant Commander James Sterrett Woods, USN.

USS GWIN (DD 71) was commissioned on 18 March 1920. She was attached to Destroyer Squadron 3, Division 5, Atlantic Fleet, on 31 March 1920. On 15 June 1920, GWIN was placed in a reserve status at Charleston, South Carolina. In May 1921, she left Charleston, for Boston, and in June 1921 she was used for calibrating the radio compass station on the Atlantic Coast. In December 1921, she joined the Destroyer Base at Newport, Rhode Island, and in March 1922, returned to her winter base at Charleston, South Carolina.

GWIN was inactivated at Philadelphia on 28 June 1922; decommissioned 18 March 1931 and stricken from the Navy Register on 25 January 1937.

USS GWIN (DD 433) was one of the new ships to be authorized under the Vinson-Trammell bill of March 1934. Her contract was awarded to the Boston Navy Yard, where her keel was laid on 1 June 1939. At the launching on 25 May 1940, Mrs. Jesse T. Lippincott, second cousin of the ship's namesake, christened the ship.

X-E 188
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Ships' Histories Section
Navy Department

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59

HISTORY OF USS HAMBLETON (DMS 20 ex-DD 455)

The destroyer USS HAMBLETON, the first naval vessel bearing that name, was also the first combatant ship commissioned during World War II. The keel for the ship was laid at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, on 16 December 1940.

USS HAMBLETON was launched on 26 September 1941, and christened by Mrs. Nannie Hamblcton Martin, great grand-niece of Purser Samuel Hamblcton, U.S. Navy, after whom the ship was named. Paymaster Hamblcton served with Commodore Perry during the Battle of Lake Erie in 1812, and was awarded the Congressional Medal and Sword for his distinguished heroism in face of the enemy. Both the ship's namesake and USS HAMBLETON suffered serious wounds in battle but recovered to fight again for the honor and glory of their country.

On 22 December 1941, two weeks after the attack on Pearl Harbor, Rear Admiral Adolphus Andrews, Commandant of the THIRD Naval District, ordered USS HAMBLETON commissioned. The ship's first commanding officer was Commander F. Close, USN.

After a month of final preparations HAMBLETON was ready for sea. Her shakedown cruise was unique for wartime. Along with a sistership USS EMMONS, HAMBLETON was ordered to combine her shakedown cruise with a good will tour of South American ports. Departing from Norfolk, Virginia on 31 January 1942, she transited the Panama Canal on 6 February. The cruise itinerary included Callao, Peru, Valparaiso, Chile, Guayaquil, Equador; Balboa, Canal Zone, and Cartagena, Columbia.

While enroute from Cartagena to New York on 10 March, HAMBLETON and EMMONS were diverted to assist in an anti submarine hunt in the Windward Passage. The only evidence of the submarine was considerable wreckage and several life rafts sighted south of Cape Maisi, Cuba. The ships refueled at Guantanamo, Cuba before continuing on to New York. However, another submarine report sent the destroyer around to the North of Cuba to hunt the submarine and assist the SS TEXAN, which had sent out a distress call. The search planes directed HAMBLETON to a point 15 miles west of the TEXAN's reported position, where 27 survivors were rescued from the SS OLGA.

The OLGA had been torpedoed at 0300 that morning, but since her radio was destroyed, had not been able to call for assistance. Further search for the TEXAN was fruitless and HAMBLETON proceeded at high speed for Guantanamo to land survivors.

X-E 182
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Ships' Histories Section
Navy Department

HISTORY OF USS HARADEN (DD 585)

Surviving a Japanese suicide attack in the Sulu Sea, USS HARADEN (DD 585) returned to fight in the Philippines and assist in the occupation of Japan. The destroyer was built in the Navy Yard, Boston, Massachusetts where her keel was laid on 9 November 1942. Launched on 19 March 1943, the ship was sponsored by Miss Caroline E. Derby, great-great-grandniece of the ship's namesake, Captain Jonathan Haraden.

Captain Jonathan Haraden, born in 1745 at Gloucester, Massachusetts, commanded the USS GENERAL PICKERING in 1780, when she met and defeated the English privateer ACHILLES in an engagement that lasted three hours. Admiral Farragut said of this encounter: "I would rather have fought that fight than any ever fought in the ocean." Captain Haraden died in Salem, Massachusetts, on 26 November 1803.

USS HARADEN (DD 585) was placed in commission at the Boston Navy Yard on 16 September 1943. Commander H. C. Allen, Jr., USN, became HARADEN's first commanding officer.

After shakedown exercises in the Bermuda area, HARADEN on 30 November 1943, steamed out of Boston with the destroyers DORTCH and GATLING to join and escort the aircraft carrier INTREPID to the Pacific via the Panama Canal. On 21 January 1944, the ships anchored at Lahaina Roads, T. H., ready for duty with the Pacific Fleet.

Hopes for quick action were soon realized for on the next day, HARADEN, attached to Task Force 53, moved out of the harbor to take part in the assault and occupation of the Japanese-held Marshall Islands. During the initial assaults HARADEN performed fire support duties, but for the remainder of the operation, she was primarily engaged in screening the assault force until 26 February when she was ordered to escort Task Unit 55.2.9 back to Pearl Harbor.

At Pearl Harbor, more training exercises were scheduled the destroyer. Finally on 26 March, DD 585 joined a convoy enroute to Majuro in the Marshall Islands, arriving on 1 April. For the remainder of April and the major part of May, HARADEN patrolled around the Marshall Islands, taking part in the blockade of several of the smaller atolls, which were still occupied by the Japanese. On 18 May, she steamed out of Majuro bound for Pearl Harbor, arriving on 22 May.

More patrolling in the Marshall and Marianas Islands and practice exercises off Pearl Harbor kept HARADEN occupied through September. 1 October found the ship screening Task

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Ships' Histories Section
Navy Department

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#66

HISTORY OF USS HARDING (DMS 28 Ex-DD 625)

USS HARDING was a ship that fought the war from the shores of Northern France to the Mediterranean and finally to the Western Pacific. She began her career on routine convoy duty in the North Atlantic, then participated in the largest amphibious operation thus far attempted in the invasion of Northern France. She not only participated but contributed materially in making it a successful one by knocking out many death-dealing pillboxes.

If her crew was of the opinion that this was the climax, they were wrong for a few short weeks later, HARDING was maneuvering for her life as she battled four German E-boats by herself.

Even this was not the climax for the mighty HARDING. She steamed back to the Boston Navy Yard and was converted to a destroyer minesweeper. She was then ordered to Okinawa -even a larger amphibious operation than Northern France had been. Her crew had been at their battle stations for almost two weeks. Yet, HARDING fought on until one of Japan's Kamikaze pilots crashed into her side with a bomb which almost tore her bow away.

The first vessel to bear the name HARDING was destroyer 91. She was built by the Bethlehem Shipbuilding and Drydock Company, San Francisco, California. Mrs. George A. Armes who was the wife of the Assistant District Officer of the Emergency Fleet Corporation in San Francisco, sponsored the ship at the launching on 4 July 1918. After years of service with the fleet, HARDING, was sold on 29 September 1936.

Captain Seth Harding, the ship's namesake, was appointed to command the Connecticut Brigantine DEFENCE on 3 February 1776. While in command of that ship he captured a number of British vessels. He was commissioned Captain by Continental Congress on 25 September 1776 and given command of the frigate, CONFEDERACY. In 1779 he convoyed the returning minister, M. Gerard, to France and took Honorable John Fay, United States minister, to Spain. Captain Harding died at Schoharie, New York on 20 November 1814.

The second vessel to bear the name was destroyer 625. Her keel was laid on 22 July 1941, at the yards of the Todd Shipbuilding Corporation, Seattle, Washington. On 28 June 1942, USS HARDING was launched with Mrs. Sherwoode A. Taffinder, wife of Rear Admiral Taffinder, USN, as sponsor. USS HARDING was commissioned on 25 May 1943 by Captain W. J. Malone, USN, Superintendent of Shipbuilding at the Seattle Tacoma Shipbuilding Corporation. Lieutenant Commander G. G. Palmer, USN, assumed command as HARDING's first commanding officer.

N-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS HARRIS (APA 2)

Attack Transports like USS HARRIS (APA 2) played one of the most important roles in amphibious operations in World War II. USS HARRIS amassed an outstanding war record, having participated successful amphibious operations, for which she earned 10 Battle Stars.

HARRIS was built by the Bethlehem Shipbuilding Corporation at Sparrows Point, Maryland. She was launched in 1920 and christened the PINE TREE STATE. She was completed in 1921 and operated in the Merchant Marine Service for the United States. In 1922 she was renamed SS PRESIDENT GRANT. During the ensuing years, the PRESIDENT GRANT operated between Seattle, Washington, and the Orient as a unit of a fleet of President liners, operated by the Admiral Orient Line, later reincorporated under the name of American Mail Line, of Seattle. The ship completed over 40 voyages from the West Coast to the Orient and various ports in the Philippine Islands. During an average voyage, the ship put in at Kobe, Nagoya, Shanghai, Hong Kong and Manila. Such a voyage usually took approximately six weeks.

During her years of service in the Merchant Service, the PRESIDENT GRANT was capable of making 20 knots--a factor which contributed materially to her holding many speed records between the West Coast and the Orient. For many years the PRESIDENT GRANT was known as the "Blue Ribbon Ship of the Pacific". She was painted white with a black hull and a gold band around her. She was famous as winner of a race between the PRESIDENT GRANT and the EMPRESS OF RUSSIA.

In 1937, she weathered the greatest typhoon ever recorded in history. The wind reached a velocity of 167 miles per hour. Her barometer dropped so low that it now rests in a museum. Although thirty-five ships were lost, the PRESIDENT GRANT came through safely.

This period of Trans-Pacific operation ceased with the maritime strike of 1936-1937. During the following three years the vessel lay idle in Seattle. In 1940 the United States Navy acquired her from the U. S. Maritime Commission for conversion to an attack transport.

On 5 August 1940, SS PRESIDENT GRANT was placed in drydock at Todds Seattle Shipbuilding and Drydock Corporation. She was commissioned as a Naval Vessel on 19 August 1940, and was renamed USS HARRIS in honor of the late Colonel John Harris, USMC. Colonel Harris was Commandant of the U. S. Marine Corps during the early days of the Civil War. He also took an active

X-E 883
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#68

Office of Naval Records and History
Ship's Histories Section
Navy Department

HISTORY OF USS HENRICO (APA 45)

USS HENRICO (APA 45) began her career as a Maritime Commission ship, the SS SEA DARTER. She was built by the Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, in 1942 and 1943. The Navy acquired her on 23 June 1943 and promptly commissioned her the following day. Commander John H. Willis, USN, was the ship's first commanding officer. USS HENRICO was named for Henrico County, Virginia.

USS HENRICO sailed out for the first time on 26 November 1943 for Bayonne Naval Supply Depot, to load stores, provisions, and supplies. The next three days were spent in Long Island Sound, New York, where trial runs were held.

On 2 December 1943 she reported to Commander, Amphibious Training Atlantic, for shakedown cruise. She sailed for Hampton Roads, Virginia the same day, holding various tests enroute. Many of her crew got their first taste of life at sea on this voyage. She arrived the following day and entered the Navy Yard for a brief overhaul.

On 11 December 1943, HENRICO steamed out into the Chesapeake Bay area for a vigorous shakedown cruise All phases of amphibious warfare were rehearsed many times to acquaint the crew with their assigned duties. Shakedown was completed on 2 December 1943

From 21 December 1943 to 27 January 1944, USS HENRICO remained in the Chesapeake Bay area training army combat teams. Following this duty, the ship returned to Norfolk where she spent a short time undergoing repairs HENRICO then joined Task Unit 2.2.1 and steamed for New York where she arrived on 3 February

HENRICO sailed from New York on 11 February 1944, enroute to the United Kingdom Embarked in the ship was the Headquarters Division Command, Sixth Armored Division, 128 Armored Field Artillery Battalion and the 50th Armored Infantry Battalion. The voyage was very rough as heavy weather prevailed along with several possible enemy submarine contacts. HENRICO was assigned to a section of the convoy enroute to Firth of Clyde, Scotland where she dropped her anchor on 22 February 1944. She discharged her troops and remained there until 28 February. She then shifted to outer Loch Long to engage in strenuous amphibious training exercises to test the boat personnel's ability to handle small craft in heavy surf.

On 5 March 1944, HENRICO joined the Eleventh Amphibious Force and sailed for Portland, England to participate in a

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Ships' Histories Section
Navy Department

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X-E 182
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Ships' Histories Section
Navy Department

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HISTORY OF USS LAFFEY (DD 459)

USS LAFFEY (DD 459), first ship of the name, distinguished herself in one of the shortest, but most active careers of any naval vessel during World War II. In one of the "hottest" night battles of the war, she sank two destroyers, a cruiser, and demolished the superstructure of a battleship before being sunk herself. Even then she did not sink until the enemy force had retired. Thus, USS LAFFEY lived up to the efforts and tradition set by her namesake during the Civil War.

USS LAFFEY (DD 459) was built by the Bethlehem Shipbuilding Company, San Francisco, California. Her keel was laid on 13 January 1941 and she was launched on 30 October 1941. Miss Eleanor G. Fogerty, granddaughter of the ship's namesake, served as sponsor.

USS LAFFEY was named in honor of Seaman Bartlett Laffey, USN, of Civil War fame. While serving on board the USS PETREL, Seaman Laffey was sent ashore with a group to man a rifle howitzer which had been mounted on a field carriage and posted in the streets of Yazoo City during the rebel attack on that place on 5 March 1864. Their defense of the gun against superior forces is mentioned as most gallant, having nobly stood their ground through the whole action, fighting hand to hand to save the gun and the reputation of the Navy.

He was awarded a medal and appointed an Acting Master's Mate which appointment he declined. Seaman Bartlett Laffey was born in Ireland about 1841 or 1842 and enlisted in the U.S. Navy on 17 March 1862 when 21 years of age. He died at Chelsea, Massachusetts on 22 March 1901.

USS LAFFEY (DD 459) was commissioned on 31 March 1942 with Lieutenant Commander Hank, USN, as her first commanding officer. LAFFEY sailed on a brief shakedown cruise then set course for the South Pacific where she arrived just in time to participate in the Battle of Cape Esperance (Second Savo) on 11 and 12 October 1942. She then turned toward Guadalcanal and supported that operation on 12 November 1942.

On the inky-dark night of 13 November 1942, USS LAFFEY followed in the wake of USS CUSHING, proceeding up "The Slot". The Japanese had set an ingenious trap to catch the audacious little United States force; they came with battleships, cruisers, and destroyers.

USS LAFFEY, never reticent in attack, left a Japanese destroyer burning and dead in the water in the first three minutes of the battle that followed. She then tackled a Japanese

X-E 188
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Ships Histories Section
Navy Department

HISTORY OF USS LSM 175

In order to rout the Japanese from their newly conquered fortresses in the Pacific, the U. S. Navy designed many new amphibious ships to advance along the endless island-studded bridge to Tokyo. Among these new types were the LSM (landing ship, medium).

At the Charleston, South Carolina, Navy Yard on 11 July 1944, one of these landing ships was started. On that date the keel was laid for LSM 175. She was rapidly built from the keel up until launching on 3 August 1944, when a gaily beribboned bottle of champaigne was broken over her bow by Miss Emily Virginia Jackson. Miss Jackson was the daughter of Mr. and Mrs. Oscar M. Jackson of Goldsboro, North Carolina. Mr. Jackson worked in the Navy Yards forge shop, where he had been employed for some 20 odd years.

USS LSM 175 was commissioned on 25 September 1944. She held her shakedown cruise in the waters of Chesapeake Bay. On 17 November she arrived at the Panama Canal. She transited the Canal on 19 November and departed for San Diego, California on the 20th. Arriving in San Diego on 1 December 1944, LSM 175 operated out of that port until 19 January 1945, when she departed for San Francisco, arriving on 21 January. On 24 January she steamed under the Golden Gate Bridge enroute to Pearl Harbor, where she arrived on 1 February.

On 6 February LSM 175 was again underway, this time to the Solomon Islands. She crossed the equator on 12 February and the following day crossed the 180th Meridian. February 20 found her anchored in Purvis Bay, Florida Island. She remained in this area conducting training exercises until 11 March 1945. On 12 March she got underway for Ulithi Island in the Carolines, arriving on 21 March. She replenished at Ulithi, then set course for Okinawa Jima, Nansei Shoto where she arrived on 1 April. She immediately commenced unloading transport and cargo vessels off western Okinawa beaches.

At 0910 on 1 April, an enemy plane was taken under fire. During the course of this action, two or three projectiles, believed to be 20-mm, struck in the well deck amidships just below the conn. A group of marine enlisted personnel who had come aboard a few hours earlier for unloading were in the vicinity and nine were struck by shrapnel, one being seriously wounded. Two enlisted men of LSM 175 were also slightly wounded.

On 6 April, during another aircraft alert, LSM 175 was credited with one assist when an enemy plane was splashed some 600 yards off the starboard bow after some encouragement from the ship's guns. On 20 April LSM 175 got underway for Ulithi, Carolin

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Ships' Histories Section
Navy Department

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52

HISTORY OF USS LSM(R) 192

USS LSM(R) 192 was built by the Charleston, South Carolina Navy Yard. Her keel was laid on 7 September 1944, and she was launched on 5 October 1944. Mrs. Mae D. Wilson, resident of North Charleston, served as sponsor. Mrs. Wilson was the mother of an ex-shipyard employee, who was then serving in the Navy as shipfitter second class at the Repair Base, San Diego, California.

LSM(R) 192 was commissioned on 21 November 1944, with Lieutenant (jg) Neal Burton Hadsell, USNR, as first commanding officer.

After a three day shakedown cruise, LSM(R) 192 headed for the Panama Canal on 4 December, arriving on 11 December. Passage through the canal was made on 13 December, after which she set course for San Diego, California where she arrived on 24 December. Ten days availability were spent in making voyage repairs and provisioning and two days practice maneuvers and rocket firing runs off San Clemente Island before sailing for Pearl Harbor.

She arrived at Pearl Harbor on 14 January and two and one half weeks were spent on alterations, repairs, dry docking and provisioning prior to sailing for Eniwetok via Majuro Atoll. She arrived in Eniwetok on 25 February. and on 28 February sailed for Leyte, P. I. in convoy. She dropped her "hook" in San Pedro Bay, Leyte on 16 March 1945.

On 19 March USS LSM(R) 192 sailed from Leyte as part of an 87-ship convoy enroute to Kerama Rhetto. On 26 and 27 March rockets were fired on the beaches of Kerama Rhetto prior to landings. From 27 March to 1 April the ship patrolled off Kerama Rhetto and the southeast coast of Okinawa. On 1 April rockets were fired on the shores of Okinawa prior to the initial landings on that island. From 1 April until 17 May LSM(R) 192 was on radar picket duty on the western side of Okinawa.

On 4 May 1945, while patrolling off Okinawa, an enemy air attack developed. Five other ships were on station with LSM(R) 192, one destroyer, one minelayer, and three LCS(L)S's. The enemy raid consisted of five planes, all of which were destroyed.

The enemy planes came from behind the Island and the original attack was made against USS COWELL and USS GWIN. As soon as these ships opened fire, two of the planes diverted their attacks to the remaining four ships. One headed for the LCS(L)'s and the other for LSM(R) 192. LSM(R) 192 opened fire at 4,000 yards while the plane was approaching from dead ahead. All three of the guns firing were observed to hit the target, but the enemy maintained his course, swooping right over the bow, missing the conning tower by banking as he cleared the bow, and struck the

Office of Naval Records and History
Ships' Histories Section
Navy Department

X-E
188
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HISTORY OF USS LST 339

USS LST 339 was built at the Norfolk, Navy Yard, Norfolk, Virginia. Her keel was laid on 17 July 1942 and she was launched on 8 November of the same year. Mrs. F. B. Britt, wife of Captain F. B. Britt, shop superintendant of the Navy Yard, served as sponsor. USS LST 339 was commissioned on 23 December 1942. Lieutenant John H. Fulweiler, USNR, assumed command as first commanding officer.

USS LST 339 held her shakedown cruise in the Chesapeake area and post shakedown availability at Norfolk, Virginia. She departed Norfolk on 12 February enroute to New York where she arrived on 14 February 1943. On 9 March she stood out of New York enroute to Guantanamo Bay, Cuba, arriving there on 16 March. The following day found LST 339 underway for the Canal Zone. She transited the canal and set course for Bora Bora, Society Islands, where she arrived on 24 April 1943. From Bora Bora she steamed down to Noumea, New Caledonia.

At Noumea she loaded the 24th Construction Battalion and steamed to Guadalcanal where she was to operate for the next year. Many trips were made between the Russell Islands and Guadalcanal during the next year. Vital supplies and fresh water were carried to the ground troops continuously and the flat-bottomed LST became the work horse of the fleet. LST 339 made trips to Purvis Bay and Rendova Harbor to load with supplies for delivery to Guadalcanal.

On 4 July 1943, LST 339 arrived at Rendova Harbor and immediately began loading. At 1404, just after LST 339 had let go her stern anchor, a formation of enemy bombers approached. Shore batteries opened fire on them and LST 339's gunners raced to their stations. A little while later, one of the bombers plumeted earthward, after being hit by shore batteries and by LST 339's 40 mm gun. The remainder of the month was spent delivering cargo to Guadalcanal from various South Pacific ports. LST 339 touched port at the Russell Islands on 9 July, at Rendova on 10 July, at Batabuna Island on 10 July, at Tulagi on 11 July and back to Purvis Bay on 13 July.

On the return voyage from Tulagi to Purvis Bay, wounded evacuees were carried from the Guadalcanal port as replacement troops were brought in.

August was to prove a busy month for LST 339. On 4 August she sailed from Rendova, with PT 174 in tow, for Guadalcanal, arriving on the same day. She made a voyage to the Russell Islands on 16 August and on to Vella Lavella on the 17th.

A-E 182
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Ships' Histiroes Section
Navy Department

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HISTORY OF USS LST 878

USS LST 878 was built by the Missouri Valley Bridge and Iron Company, Evansville, Indiana. Her keel was laid on 30 October 1944 and her launching took place on 9 December 1944. The ship was sponsored by Mrs. Richard L. Moorehead of Evansville, Illinois. She was the wife of a storekeeper first class, attached to the office of the Supervisor of Shipbuilding.

After a trial run fourteen days later, the ship was placed in reduced commission on 27 December. The combat crew was formed at the Amphibious Training Base, Camp Bradford, Virginia and arrived on board on 27 December. While in reduced commission the ship was commanded by Lieutenant S. W. Skjei, USCGR with a Coast Guard Ferry crew for the trip down the Mississippi River from Evansville, Indiana to New Orleans, Louisiana. During the voyage down the river the combat crew began to organize and prepare for outfitting and shakedown.

On 3 January 1945, Commander J. Wildman, USN, designated representative of the Commandant, EIGHTH Naval District, placed the ship in full commission under the commandand of Lieutenant Lawrence Lattomus, USNR.

USS LST 878's original complement consisted of 103 men with only a small percentage having been to sea before. Of the officers, only the Captain, Executive Officer and First Lieutenant were seasoned veterans.

The following days were busy ones as the necessary tasks were performed in readying the crew for shakedown. On 10 January the new ship sailed on her maiden voyage to Mobile, Alabama for dry docking. On her trip down the Mississippi River she had struck a submerged object with her screws, necessitating the removal of the starboard screw. On 13 January 1945 she stood out of Mobile enroute to Panama City, Florida. Enroute, gunnery practice was held and all ordnance equipment was tested and found ready for combat.

On 14 January, the narrow channel to St. Andres's Bay was successfully navigated without the aid of a pilot. This gave all hands a little more confidence in their ability to sail the ship in spite of the short training period at Camp Bradford. On 27 January LST 878 ended her shakedown cruise when military inspection was held and she was found ready for sea. She immediately returned to New Orleans for post shakedown availability

X-5 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS NORTON SOUND (AV 11)

Long before the outbreak of World War II, the Navy saw the imminent need for a floating seaplane base. Thus, the seaplane tender was designed from an old collier and USS LANGLEY, became the first seaplane tender However, USS NORTON SOUND was the first ship designed and fuilt from the keel up as a seaplane tender.

Built by the Los Angeles Shipbuilding and Drydock Company at San Pedro, California, USS NORTON SOUND was launched on 28 November 1943. Mrs. Ernest L. Gunther, wife of Rear Admiral Gunther, USN, served as sponsor. The ship was commissioned on 8 January 1945 with Commander Ben Scott Custer, USN, assuming command as first commanding officer The remainder of January was spent moored in San Pedro making the ship ready for sea.

A shakedown cruise followed after which NORTON SOUND put in at the Naval Repair Base, San Diego on 17 February 1944, for post shakedown availability. All repairs were completed by 26 February and the new seaplane tender stood out for Pearl Harbor. After holding emergency drills enroute, she arrived at Pearl Harbor on 8 March and reported to Commander Air Forces Pacific Fleet for duty.

On 9 March she sailed for Eniwetok, Marshall Islands and arrived on the 21st of March. There she reported to Commander Marshall-Gilbert Area for training in connection with tending seaplanes. On 22 March a patrol bomber squadron, VPB-19, was ordered to be maintained and supported by NORTON SOUND. VPB-19 disembarked on the last day of March and on 1 April the ship sailed for Guam. Upon arrival there on 4 April, NORTON SOUND was routed onward to Saipan, Marshall Islands where she arrived on 12 April. On 26 April NORTON SOUND sailed for Kerama Retto, Nansei Shoto. Several emergency turns were made during the voyage due to submarine contacts and upon arrival at her destination, air alerts were the order of the day as the Okinawa operation was in full swing.

On 28 April USS PINKNEY, a hospital ship, was observed to burst into flames when a suicide plane crashed into her. Shortly after, NORTON SOUND opened fire on another plane and succeeded in turning it away before any damage was inflicted. A fire and rescue party was also dispatched to USS PINKNEY. Air alerts continued through the month of April and on 1 May NORTON SOUND dropped her anchor in Aka Kaikyo, Kerama Retto.

At 0358 on the same day AV-11 took an enemy plane under fire but ceased firing when the plane crashed into USS TERROR, which was at anchor about 2,000 yards off the port quarter. A rescue party and the medical officer were immediately dispatched to the stricken vessel. On 6 May a Jap "Tony" was sighted at about 4,000

X-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

HISTORY OF USS OLYMPIA (IX 40)

The OLYMPIA, protected cruiser, was built at the Union Iron Works, San Francisco, California. Authorized on September 7, 1888, her keel was laid in 1890. Launched November 25, 1892, and named for the capital city of the State of Washington. She was commissioned on February 5, 1895.

Her dimensions are:

Length overall	344 feet 1 inch
Breadth on waterline	53 feet ½ inch
Normal displacement	5,865 tons
Speed	21.69 knots
Armament	10 5 inch, 51 caliber 2 3 inch, 50 caliber, anti-aircraft
Complement	34 officers 346 men.

After service as the flagship of Rear Admiral F. V. McNair, from 1895 to 1898, cruising in waters of Japan, China, and Sandwich Islands, the OLYMPIA became the flagship of Admiral George Dewey in command of the Asiatic Squadron on January 3, 1898, Captain G. V. Gridley, USN, commanding.

On May 1, 1898 at the Battle of Manila Bay, the OLYMPIA led the attack on the ships of the Spanish Squadron. Admiral Dewey in his autobiography states:

"At 5:40 when we were within a distance of 5,000 yards, I turned to Captain Gridley and said 'You may fire when you are ready Gridley'. While I remained on the bridge with Labmerton, Brumby and Stickney, Gridley took his station in the conning tower and gave the order to the battery. The very first gun to speak was an 8-inch from the forward turret of the OLYMPIA, and this was the signal for all the other ships to join in the action." The action lasted from 5:41 a.m.(with an interruption of three hours) until 12:30 p.m. and ended in the destruction of the enemy's vessels.

On account of the ill-health of Captain Gridley, Commander B. P. Lamberton was ordered to take command of the OLYMPIA in June 1898. The vessels continued with the Asiatic Squadron until she went out of commission November 8, 1898 at the Navy Yard, Boston, Massachusetts.

In January 1902, the OLYMPIA was re-commissioned under command of Captain H. W. Lyon, and joined the North Atlantic Squadron as flagship in April 1902.

X-E182
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Ships' Histories Section
Navy Department

HISTORY OF USS OREGON (IX 22)

The first OREGON was a brig of 250 tons, carrying two guns. She was purchased at Fort Vancouver in 1841 and sold in 1845.

The second OREGON was a double turreted monitor of the second rate, built by the Government during the Civil War. She was built at the Boston Navy Yard in 1864. Her cost was $1,425,372.18. Wood and iron were used in her construction, the dimensions of the hull being: Displacement, 5,600 tons; length, 345 feet, 5 inches; breadth, 56 feet, 8 inches, depth of hold, 18 feet, 10 inches; draft, 17 feet. She had four direct-acting horizontal engines of 50 inches stroke, built by the Aetna Iron Works in Boston. There were eight horizontal tubular boilers. The ship was designed to carry four heavy guns, mounted in pairs in turrets behind 15-inch armor. The close of the Civil War caused the Navy Department to order work on the ship suspended on November 30, 1865. For 19 years the wooden frames and timbers deteriorated on the stocks, while the unfinished armor and machinery were stored at the Navy Yard. Originally named QUINSIGAMOND, the ship was rechristened HERCULES on June 15, 1869, but a few months later (August 10, 1869) the Navy Department directed her to be known as the OREGON, which was the name she bore when she was finally broken up in 1884.

The third OREGON, originally classified as Coast Battleship No. 3, was authorized in 1890 and built at the Union Iron Works, San Francisco, California. Her principal dimensions are:

Displacement	10,288 tons
Length overall	351 feet 2 inches
Breadth at waterline	69 feet 3 inches
Speed on trial	16.79 knots
Armament:	
Four	13 inch, 35 caliber B.L.R.
Eight	8 inch, 45 caliber B.L.R.
Twelve	3 inch, 50 caliber R.F.
Four	6-pdr. saluting.

She was placed in commission on July 15, 1896, for service on the Pacific Station by Captain Henry L. Howison, USN. He was relieved in February, 1898 by Captain Alexander H. McCormick, USN, who was ill at the time the OREGON was ordered to prepare for the cruise to the east coast. On March 17, 1898, Captain Charles Edgar Clark, USN, assumed command. Two days later the ship was underway for Callao, Peru, and made that port averaging 10.7 knots on the trip. There she hastily took aboard 1,100 tons of coal and resumed her voyage. In the Straits of Magellan, she ran into a terrific storm. Captain Clark in "My Fifty Years in the Navy"

X-E 182
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS PETO (SS 265)

The submarine USS PETO (SS 265), was the first submarine built by the Manitowoc Ship Building Company, at Manitowoc, Wisconsin, where her keel was laid on 18 June 1941. Launched on 30 April 1942, USS PETO was sponsored by Mrs. E. A.Lofquist, wife of the then Chief of Staff to the Commandant of the 9th Naval District. The submarine was launched ahead of schedule and slid into the water sideways, the first submarine to be launched in this fashion. Named after a sharp-nosed tropical fish, PETO moved out into Lake Michigan amid the proud cheers of those who had a part in her building.

Commissioned on 21 November 1942, USS PETO was first commanded by Lieutenant Commander William T. Nelson, USN.

Late in December 1942, PETO departed Manitowoc enroute to New Orleans, thus becoming the first man-of-war which had to traverse the mid-western waterways to reach New Orleans and the sea from the building yards. The ship completed fitting out and shakedown training and departed for the Panama Canal. After transiting the canal, PETO departed from Balboa, Canal Zone to arrive at Brisbane, Australia on 14 March.

PETO departed Brisbane for her first war patrol on 2 April 1943. The submarine reconnoitered Greenwich Island for shipping on the 13th without finding any targets. That night she proceeded toward the equator to cover the Truk-Kavieng route, arriving on station the next day. At dawn on 15 April, PETO made an approach on a high-speed zig-zagging SHIGURE-type destroyer. The opportunity to attack was spoiled when the destroyer turned toward PETO at close range.

A south bound, Truk-Rabaul convoy came into view on the morning of the 17th, consisting of 2 destroyers, two medium freighters, and one small auxiliary. The attack was broken up just before firing when the trailing destroyer detected PETO and forced her to assume the defensive. The submarine absorbed nine depth charges without damage. Upon surfacing later, PETO attempted to catch the convoy again without success.

On the night of 26 April, PETO made a submerged periscope approach on an anti-submarine team consisting of three Japanese destroyers. The sub was apparently detected at a range of 3,000 yards and the hunter became the hunted. The three destroyers formed a semi-circle around PETO and probed the depths at slow speed. Fortunately, the destroyers had little patience to pursue their advantageous position and continued on their way a short while later.

182
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Ships' Histories Section
Navy Department

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HISTORY OF USS RASHER (SS 269)

The submarine USS RASHER amassed a brilliant war record during her eight war patrols in World War II. For her highly successful first, third, fourth and fifth war patrols, she was awarded the Presidential Unit Citation.

USS RASHER was built by the Manitowoc Shipbuilding Company at Maintowoc, Wisconsin where her keel was laid on 4 May 1942. Launched on 20 December 1942, the submarine was sponsored by Mrs. G. C. Weaver, wife of Commander G. C. Weaver, USN, then Supervisor of Shipbuilding, Manitowoc Shipbuilding Company.

USS RASHER was commissioned on 8 June 1943 with Commander E. S. Hutchinson, USN, installed as the first commanding officer of the submarine. The new submarine departed Manitowoc on 27 June 1943 for New Orleans via Great Lakes, Illinois River and Mississippi River in floating Drydock, arriving at New Orleans on 3 July 1943.

Departing from New Orleans on 10 July, RASHER arrived at the Canal Zone on the 16th to commence a 21-day training period at Perlas Islands, Gulf of Panama. By 8 August, RASHER was on her way to Australia, crossing the Equator on 17 August and arriving at Brisbane, Australia on 11 September 1943. From New Orleans, RASHER had at this time steamed 9,600 nautical miles.

Final preparations for her first war patrol were made at Brisbane, and, after a short stop at Darwin on 2-3 October, RASHER departed for her first war patrol area in Makassar Strait and South Celebes Sea.

On 4 October, RASHER was forced down by an unidentified plane and the captain decided to remain submerged for his approach to Ambon to arrive without being sighted. At dawn the sub arrived off Ambon and a Sampan, apparently aware of the RASHER's presence stopped over the point of submergence and stayed around the vicinity for about three hours.

While patrolling the approaches to Manipa and Kelang Pass on the night of 8-9 October, RASHER sighted smoke on the horizon and approached to develope an attack. It was a bright moonlit night and two ships were determined to be steaming together. After changing course and foiling the first attack approach, RASHER made an end run and divided her spread of torpedoes between the two ships. The torpedoes missed the first ship and sank the second. The ship that was missed dropped a few depth charges and opened fire with a deck gun, but inflicted no damage on RASHER.

While patrolling off Ambon on the morning of 13 October, smoke was sighted coming out of the harbor and four ships soon appeared over the horizon, two tramp merchantmen with escorts. A float

X-E 182
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Ships' Histories Section
Navy Department

HISTORY OF USS SAGINAW BAY (CVE 82)

USS SAGINAW BAY was named for an indentation in the northern shore of Kuiu Island in the Alexander Archipelago in southeast Alaska. The body of water opens for about seven miles in a southeasterly direction. As its northern limit is Cornwallis Point, on which is a navigation light. It was here that General Davis sailed the SAGINAW in 1869, planning to seize Indian chiefs as hostages for the killing of traders by the Indians. General Davis named the Bay after his ship.

Seventy-five years later, an escort carrier was appropriately named for the Bay in accordance with the Navy's policy of naming escort carriers after bays and sounds.

On 10 January 1944, at the yards of the Kaiser Shipbuilding Company, Vancouver, Washington, Mrs. Howard L. Vickery, wife of Rear Admiral Howard L. Vickery, USN, who was vice Chairman of the U. S. Maritime Commission, christened the new ship, USS SAGINAW BAY (CVE 82).

On 2 March 1944, at the U. S. Naval Air Station, Astoria, Oregon, Captain J. D. Barner, USN, commanding officer of the station, read the orders and placed the USS SAGINAW BAY in full commission Captain Frank Carlin Sutton, USN, assumed command as first commanding officer.

On 27 March, SAGINAW BAY was assigned to the San Diego shakedown group for flight operations with Composite Air Groups, VC-4 and VC-78. On 15 April, CVE 82 sailed for Pearl Harbor where she arrived on the 21st. Three days later she returned to Alameda, California, arriving on 30 April 1944. On 1 May SAGINAW BAY departed for San Diego again and upon arrival began operations with various aircraft squadrons for training. On 29 June she sailed for Engebi Island, Marshall Islands via Pearl Harbor. She arrived at Pearl Harbor on 5 July and remained there until the 9th before sailing for Engebi. She arrived there nine days later and on 20 July she steamed to Eniwetok Atoll. On the 24th she began her return voyage to Pearl Harbor, arriving on the 29th. Passengers were disembarked and others embarked for the return voyage to San Diego.

On 9 August 1944, SAGINAW BAY departed San Diego enroute to the Western Sea Frontier Operating Area, for air operations. After the completion of these operations she returned to San Diego.

On 13 August 1944, SAGINAW BAY steamed for Espiritu Santo, New Hebrides conducting extensive gunnery practice throughout the voyage. She arrived on 28 August and for two days preparations were made to get underway for Guadalcanal, Solomon Islands where she was ordered to report to Commander THIRD Fleet for duty.

NF 182
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Ships' Histories Section
Navy Department

HISTORY OF USS SAINT PAUL (CA 73)

The fast, hard-hitting, heavy cruiser USS SAINT PAUL, second ship to bear the name, was built by the Bethlehem Steel Company at the Fore River, Massachusetts shipyard where her keel was laid on 3 February 1943. Launching ceremonies took place on 16 September 1944, when USS SAINT PAUL was sponsored by Mrs. John J. McDonough, wife of the Mayor of the city of Saint Paul, Minnesota.

The first ST. PAUL, also named for Saint Paul, Minnesota, was a steel, twin-screw ship built in 1895 at Philadelphia, Pennsylvania by William Cramp and Sons for the International Navigation Company. SAINT PAUL and SAINT LOUIS, which were built at the samoyard, were the first American-built ocean liners. Their construction was carried out under an agreement with the Navy Department which provided that they would be available for use as auxiliary cruisers in case of war.

SAINT PAUL had a length of 536 feet with her beam measuring 63 feet. Her displacement was 14,910 tons and her speed recorded at 22 knots.

SAINT PAUL was employed on special service with the North Atlantic Squadron. On 22 June 1898, she engaged two Spanish ships, the cruiser ISABEL II and the destroyer TERROR, disabling the TERROR. SAINT PAUL was taken over by the War Department for twenty eight days during July and August, 1898, and was employed in transporting troops to Puerto Rico. She was decommissioned on 2 September 1898, at Cramp's Shipyard, Philadelphia and returned to her owners.

During World War I, she operated as an Armed Guard ship, making 12 sailings from New York to Liverpool. While she was being docked at a pier in the North River she took a sudden list to port and sank. She was then salvaged and converted into a transport.

Immediately following the commissioning of the heavy cruiser USS SAINT PAUL on 17 February 1945, her commanding officer, Captain E. H. Von Heimburg, USN, got the ship underway for Trinidad, B.W.I. for a shakedown cruise. At the end of April she returned to Boston, Massachusetts for post-shakedown availability.

On 14 May 1945, SAINT PAUL got underway from the Boston Navy Yard for Guantanamo Bay, Cuba enroute to join the THIRD Fleet which was operating in the Western Pacific.

From 8 to 30 June, the heavy cruiser underwent training exercise in the Hawaiian area and on 2 July 1945, she sailed from Pearl Harbor to rendezvous with Task Group 38.4 via Eniwetok, Marshall Islands. The rendezvous was effected on 20 July and all of SAINT PAUL's combat duty was spent in operations with this group.

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Ships' Histories Section
Navy Department

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HISTORY OF USS SELFRIDGE (DD 357)

USS SELFRIDGE, a veteran of the Japanese attack on Pearl Harbor, let the enemy know from the outbreak of the war that she was to be reckoned with. On 7 December 1941, DD 357 was one of the first vessels to open fire on the attacking enemy at Pearl Harbor and her guns assisted in accounting for four of the attacking enemy planes that were splashed.

USS SELFRIDGE (DD 357) was built by the New York Shipbuilding Company, Camden, New Jersey. She was launched on 18 April 1936 with Mrs. Duncan I. Selfridge, serving as sponsor. Mrs. Selfridge was the wife of Duncan I. Selfridge, a grandson of the ship's namesake. USS SELFRIDGE was commissioned on 25 November 1936.

USS SELFRIDGE was named in honor of Rear Admiral Thomas O. Selfridge, USN. Admiral Selfridge was born in Boston, Massachusetts on 24 April 1804. He was appointed Midshipman on 1 January 1818 and, as a Rear Admiral, retired on 25 July 1866. He served on an exploring expedition in 1829 and commanded USS COLUMBUS, flagship of the East India Squadron. Early in 1847, the authorities of Mulje having refused to make an apology for an insult to the United States flag, he landed with a force of marines and seamen to enforce his demands. Finding a force of Mexicans hiding in the bushes, he opened fire on them from the boat and after landing put them to flight. In November 1847, he landed with about 70 men from USS DALE and put a force of about 400 Mexicans to flight. During the Civil War, 1861, he commanded the MISSISSIPPI and was actively engaged in the blockade of Mobile Bay and passes of the Mississippi River. Rear Admiral Selfridge died on 15 October 1902.

Early 1942 found SELFRIDGE at Canton Island standing by the SS PRESIDENT TAYLOR which was aground. On 3 April she departed Canton Island and sailed for Pearl Harbor as escort for SS MAKUA, arriving on the 11th. From 12 to 23 April, SELFRIDGE underwent a tender overhaul alongside USS DIXIE at Pearl Harbor.

On 24 April SELFRIDGE embarked 35 marines and loaded 159 bags of U. S. mail for passage to Palmyra where she arrived on 27 April. However, DD 357 did not enter port but transferred her passengers and mail to a small craft, then sailed on to the Christmas Islands. Later in the day, sound contact was made on an enemy submarine and a depth charge attack initiated. After a two hour search the hunt was abandoned and SELFRIDGE continued on course. Arriving off Christmas Island on 28 April, she transferred more mail and departed to rendezvous with Task Force 12. On 24 May the group entered port at New Caledonia to fuel then before continuing on to Sydney, Australia, arriving on 29 May 1942. SELFRIDGE continued duties around Australia until 14 July 1942.

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Ships' Histories Section
Navy Department

HISTORY OF USS SHAW (DD 373)

Built by the Navy Shipyard, Philadelphia, Pennsylvania, USS SHAW (DD 373) is the second ship of that name. Her keel was laid on 13 October 1934, and she was launched on Navy Day, 27 October 1935.

As in the case of the first USS SHAW, DD 373 was named to honor Captain John Shaw, who was born in Ireland in 1773. He first established his name in American naval history in the undeclared war with France in 1800. In eight months, as commanding officer of the ENTERPRISE, he captured six privateers and recaptured eleven American merchantmen . He died in 1823.

His name next appeared in navy annals with the commissioning of the first USS SHAW (DD 68) in 1917. This ship, named in his honor, saw active duty in World War I without mishap until 9 October 1918. At that time, while escorting HMS AQUITANIA, a British transport with 8,000 troops aboard, into Southampton, England, SHAW's rudder jammed just as she was completing the right leg of a zigzag, leaving her headed directly toward the huge transport. Unable to avoid a collision, her commander decided to sacrifice his own ship rather than ram AQUITANIA, and ordered full speed astern. A moment later, AQUITANIA struck the destroyer and sliced her almost in two, cutting off ninety feet of SHAW's bow, stripping the forward boiler room, and tearing out the mainmast. SHAW backed 40 miles into port, where she was repaired and put back into operation.

USS SHAW (DD 373) was commissioned on 18 September 1936.

During the attack on Pearl Harbor on 7 December 1941, SHAW commanded by Lieutenant Commander W. G. Jones, USN, suffered a direct bomb hit on her bow, blowing up all the magazines and tearing the entire bow off. Reported sunk by the Japanese, she was patched up with a temporary bow and began the tedious voyage to a West Coast port for repairs. Bucking high winds and heavy seas, SHAW crawled into the Mare Island Navy Yard only two months after the Pearl Harbor attack. At the Navy Yard, the damaged destroyer's bow and bridge were replaced in addition to the replacement of other new devices. Finally on 6 July, SHAW, adorned in her new battle dress, steamed out of San Francisco harbor for her post repair trials. For the remainder of the month, exercises were complete and on 23 July, she joined Task Force 15, bound for Pearl Harbor.

For the next two months, SHAW combined convoy duty with additional training exercises, operating between Pearl Harbor and San Francisco. However, on 16 October, SHAW left her mooring at Pearl Harbor and joined Task Force 16, bound for the Solomon Islands. On 25 October, Task Force 16, grouped around the carrier

142
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Office of Naval Records and History
Ships' Histories Section
Navy Department

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HISTORY OF USS SOMERS (DD 381)

Class Leader for the SOMERS Class of 1934, USS SOMERS (DD 381) was built by the Federal Shipbuilding and Dry Dock Company at Kearny, New Jersey, where her keel was laid on 27 June 1935. The new destroyer was launched on 13 March 1937, and sponsored by the Misses Merie and Suzanne Somers, fourth cousins of the ship's namesake, Lieutenant Richard Somers.

Lieutenant Somers was born at Somers Point, New Jersey in 1778, and appointed a midshipman in 1798. On 4 September 1804, he took the bomb vessel INTREPID into the harbor of Tripoli to destroy the enemy's fleet. The vessel was carrying a large quanity of powder which exploded when the ship was hit by enemy gunfire killing all on board.

This was the third naval vessel to bear Lieutenant Somers' name. The first SOMERS, a torpedo boat, was purchased during the war with Spain and sold in 1920. The second, a destroyer, was authorized and built in 1917 in San Francisco, California, and was stricken from the Navy List in 1930. She was scrapped in 1931 in accordance with the London Treaty for the limitation and reduction of naval armaments.

USS SOMERS (DD 381) was placed in commission at the New York Navy Yard on 1 December 1937. Her first commanding officer was Commander James E. Maher,USN. On 11 February 1938, she began her shakedown cruise, which included visits to Havana, Gulf and South Atlantic ports.

The outbreak of World War II in the fall of 1939 found SOMERS in the Atlantic on neutrality patrol with the light cruiser OMAHA. Despite the routine nature of this duty, the destroyer had her moments of grandeur. On the morning of 6 November 1941, a year and a day before the United States entered the war, SOMERS took part in one of the most dramatic salvage operations in the history of the peacetime Navy.

The incident occurred while the cruiser OMAHA and SOMERS were on neutrality patrol in the Atlantic, approximately halfway between the hump of Brazil and the bulge of Africa. A puff of smoke was sighted on the horizon and as a vessel came into view, she was hailed and ordered to heave to . General Quarters was sounded aboard OMAHA and a boarding party in the motor whaleboat was called away and approached the mystery merchantman displaying the American colors and the name WILLMOTTO, PHILADELPHIA on her stern. Shortly before the whale boat arrived alongside (alias) the German ship ODENWALD, EILLMOTO, the merchantman hoisted an international flag signal "Fox Mike" meaning "I am sinking. Send boats for passengers and crew."